

2003

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

00

Arlington County
City of Alexandria

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

| | | |
|--|----------------------|--|
| North  | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|  | US Route | |
|  | Virginia State Route | |
|  | Secondary Route | |

Special Routes

| | |
|--|---|
| Bus  | Bus - Business Route |
| | Bypas - Bypass Route |
| | Truck - Truck Route |
| ALT  | ALT - Alternate Route |
| | Wye - Wye Route connector |
|  | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction. |
|  | The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report. |

















Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|-------------------|--------|----|-------|--|------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| <div><div>1</div></div> | 0.51 | 70000 | G | From | SCL Alexandria, I-95, I-495 | | | | F | 0.075 | F | 0.68 | 72000 | G | 2003 | |
| <div><div>1</div></div> | 0.15 | 70000 | N | To | Franklin St | | | | N | 0.075 | N | 0.68 | 72000 | N | 2003 | |
| <div><div>1</div></div> Henry St | 0.36 | 23000 | F | From | Wilkes St, US 1 Par | | | | F | 0.071 | F | | 25000 | F | 2003 | |
| | Combined Traffic: | 48000 | F | To | | | | | F | NA | | | 51000 | F | | |
| <div><div>1</div></div> Henry St | 0.72 | 20000 | F | From | King St | | | | C | 0.078 | F | | 21000 | F | 2003 | |
| | Combined Traffic: | 42000 | F | To | | | | | C | NA | | | 44000 | F | | |
| <div><div>1</div></div> Patrick St | 0.44 | 52000 | F | From | 1st St | | | | F | 0.089 | F | 0.511 | 54000 | F | 2003 | |
| <div><div>1</div></div> Jefferson Davis Hwy | 1.35 | 41000 | F | To | Monroe Ave | | | | C | 0.068 | F | 0.555 | 43000 | F | 2003 | |
| | | | | To | NCL Alexandria | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| <div><div>1</div></div> | 0.15 | 61000 | G | From | NCL Alexandria | | | | F | 0.072 | F | 0.605 | 63000 | G | 2003 | |
| <div><div>1</div></div> | 0.65 | 21000 | G | To | SR 120 | | | | F | NA | | | 22000 | G | 2003 | |
| <div><div>1</div></div> | 1.03 | 48000 | G | From | SR 233 | | | | F | 0.075 | F | 0.502 | 50000 | G | 2003 | |
| <div><div>1</div></div> <div><div>395</div></div> | 0.55 | | | From | I-395 | | | | | | | | | | | |
| | Combined Traffic: | 205000 | G | To | See I-395 for directional traffic volume estimates for this segment. | | | | F | NA | | | 227000 | G | | |
| <div><div>1</div></div> <div><div>395</div></div> | 0.02 | | | From | George Washington Parkway | | | | | | | | | | | |
| | Combined Traffic: | 205000 | N | To | See I-395 for directional traffic volume estimates for this segment. | | | | N | NA | | | 227000 | N | | |
| | | | | To | District of Columbia | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| <div><div>1</div></div> Patrick St | 0.36 | 25000 | F | From | Wilkes St | | | | F | 0.081 | F | | 26000 | F | 2003 | |
| | Combined Traffic: | 48000 | F | To | | | | | F | NA | | | 51000 | F | | |
| <div><div>1</div></div> Patrick St | 0.72 | 22000 | F | From | SR 7 King St | | | | C | 0.085 | F | | 23000 | F | 2003 | |
| | Combined Traffic: | 42000 | F | To | | | | | C | NA | | | 44000 | F | | |
| | | | | To | 1st Street | | | | | | | | | | | |
| <div><div>7</div></div> King St | 1.09 | 46000 | F | From | WCL Alexandria | | | | C | 0.073 | F | 0.554 | 49000 | F | 2003 | |
| <div><div>7</div></div> King St | 0.65 | 19000 | G | To | I-395 | | | | C | 0.081 | F | 0.568 | 21000 | G | 2003 | |
| <div><div>7</div></div> King St | 1.91 | 15000 | F | From | Braddock Rd | | | | C | 0.09 | F | 0.58 | 16000 | F | 2003 | |
| <div><div>7</div></div> King St | 0.38 | 17000 | F | To | Russell Rd | | | | F | 0.082 | F | 0.531 | 19000 | F | 2003 | |
| <div><div>7</div></div> King St | 0.48 | 7800 | F | From | West St | | | | C | 0.078 | F | 0.548 | 8400 | F | 2003 | |
| | | | | To | Washington St | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| East <div><div>27</div></div> Washington Blvd | 0.82 | 33000 | G | From | US 50 Arlington Blvd; 00-6700 | | | | F | 0.087 | F | | 35000 | G | 2003 | |
| | Combined Traffic: | 67000 | G | To | | | | | F | NA | | | 71000 | G | | |
| | | | | To | SR 244 Columbia Pike | | | | | | | | | | | |

















Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | | | | |
|------------------|--------------------|------|-------|-------|-------------------|-------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|-----|--------|----|-------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | | | | | |
| East 27 | Washington Blvd | 0.35 | 43000 | G | From: | SR 244 Columbia Pike | | | | F | 0.094 | F | | 45000 | G | 2003 | | | | |
| | | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% | | | |
| | | | | | Combined Traffic: | NA | | | | | | | | | | | | | NA | NA |
| East 27 | | 0.52 | 25000 | G | To: | I-395 | | | | C | 0.132 | F | | 26000 | G | 2003 | | | | |
| | | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% | | | |
| | | | | | Combined Traffic: | 50000 | G | 98% | 1% | | | | | | | | 1% | 0% | 0% | 0% |
| East 27 | | 0.33 | 33000 | G | From: | SR 244; Pentagon | | | | F | 0.138 | F | | 35000 | G | 2003 | | | | |
| | | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% | | | |
| | | | | | Combined Traffic: | 69000 | G | 98% | 1% | | | | | | | | 1% | 0% | 0% | 0% |
| East 27 | | 0.52 | 25000 | G | From: | SR 110 | | | | F | 0.125 | F | | 27000 | G | 2003 | | | | |
| | | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% | | | |
| | | | | | Combined Traffic: | 40000 | G | 98% | 1% | | | | | | | | 1% | 0% | 0% | 0% |
| Rev 27 | | 0.36 | NA | | To: | Boundary Drive | | | | | | | | | | | | | | |
| | | | | | From: | I-395 Reversible Lanes | | | | | | | | | | | NA | NA | NA | NA |
| | | | | | Combined Traffic: | NA | | | | | | | | | | | | | | |
| West 27 | Washington Blvd | 0.80 | 34000 | G | From: | US 50 Arlington Blvd; 00-6700 | | | | F | 0.088 | F | | 36000 | G | 2003 | | | | |
| | | | | | 98% | 0% | 1% | 1% | 0% | | | | | | | | 0% | | | |
| | | | | | Combined Traffic: | 67000 | G | 98% | 1% | | | | | | | | 1% | 0% | 0% | 0% |
| West 27 | Washington Blvd | 0.60 | 43000 | G | From: | SR 244 Columbia Pike | | | | C | 0.080 | F | | 45000 | G | 2003 | | | | |
| | | | | | 98% | 0% | 1% | 1% | 0% | | | | | | | | 0% | | | |
| | | | | | Combined Traffic: | NA | | | | | | | | | | | | | NA | NA |
| West 27 | | 0.13 | 25000 | G | To: | I-395 | | | | F | 0.107 | F | | 27000 | G | 2003 | | | | |
| | | | | | 98% | 0% | 1% | 1% | 0% | | | | | | | | 0% | | | |
| | | | | | Combined Traffic: | 50000 | G | 98% | 1% | | | | | | | | 1% | 0% | 0% | 0% |
| West 27 | | 0.62 | 36000 | G | From: | SR 244; Pentagon | | | | F | 0.118 | F | | 38000 | G | 2003 | | | | |
| | | | | | 98% | 0% | 1% | 1% | 0% | | | | | | | | 0% | | | |
| | | | | | Combined Traffic: | 69000 | G | 98% | 1% | | | | | | | | 1% | 0% | 0% | 0% |
| West 27 | | 0.33 | 15000 | G | To: | SR 110 | | | | F | 0.121 | F | | 16000 | G | 2003 | | | | |
| | | | | | 98% | 0% | 1% | 1% | 0% | | | | | | | | 0% | | | |
| | | | | | Combined Traffic: | 40000 | G | 98% | 1% | | | | | | | | 1% | 0% | 0% | 0% |
| 29 | Lee Highway | 0.11 | 25000 | G | From: | ECL Falls Church | | | | F | 0.087 | F | 0.553 | 28000 | G | 2003 | | | | |
| | | | | | 99% | 0% | 0% | 0% | 0% | | | | | | | | 0% | | | |
| | | | | | 29 | Lee Highway | 0.07 | 25000 | N | | | | | | | | To: | SR 237 | | |
| 99% | 0% | 0% | 0% | 0% | 0% | | | | | | | | | | | | | | | |
| 29 | Lee Highway | 2.16 | 25000 | A | From: | SR 237 Par | | | | C | 0.097 | A | 0.535 | 28000 | A | 2003 | | | | |
| 99% | 0% | 0% | 0% | 0% | 0% | | | | | | | | | | | | | | | |
| 29 | Lee Highway | 0.15 | 22000 | G | To: | SR 120 Glebe Rd | | | | | | | | | | | F | 0.09 | F | 0.645 |
| 99% | 0% | 0% | 0% | 0% | 0% | | | | | | | | | | | | | | | |
| 29 | Old Dominion Drive | 0.05 | 34000 | G | From: | S SR 309 | | | | F | 0.105 | F | 0.679 | 38000 | G | 2003 | | | | |
| 99% | 0% | 0% | 0% | 0% | 0% | | | | | | | | | | | | | | | |
| 29 | Old Dominion Drive | 0.67 | 23000 | G | To: | M SR 309 Lee Hwy | | | | | | | | | | | F | 0.114 | F | 0.742 |
| 99% | 0% | 0% | 0% | 0% | 0% | | | | | | | | | | | | | | | |
| 29 | Lee Highway | 0.67 | 27000 | G | From: | N SR 309 Cherrydale | | | | F | 0.113 | F | 0.707 | 29000 | G | 2003 | | | | |
| 99% | 0% | 0% | 0% | 0% | 0% | | | | | | | | | | | | | | | |
| 29 | Lee Highway | 0.57 | 25000 | G | To: | SR 124 | | | | | | | | | | | F | 0.124 | F | 0.747 |
| 99% | 0% | 0% | 0% | 0% | 0% | | | | | | | | | | | | | | | |
| | | | | | To: | 21st St | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--|----------------|--------|-------------------|--------|-------|--|-----------------|--------|--------|--------|----|-------------|-------|---------------|--------|----|------|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | | |
|  | Lee Highway | 1.00 | 25000 | N | From: | 21st St | | | | | | | | | | | |
| | | | 99% | 0% | 0% | 0% | 0% | 0% | N | 0.124 | N | 0.747 | 27000 | N | 2003 | | |
| | | | Combined Traffic: | 32000 | N | 99% | 0% | 0% | 0% | 0% | 0% | N | NA | | 35000 | N | |
| | | | | | To: | District of Columbia Line | | | | | | | | | | | |
|  | | 0.90 | 6900 | G | From: | US 29 : 00-6759 Begin Parallel | | | | | | | | | | | |
| | | | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.163 | F | | 7600 | G | 2003 | | |
| | | | Combined Traffic: | 32000 | N | 99% | 0% | 0% | 0% | 0% | 0% | N | NA | | 35000 | N | |
| | | | | | To: | N Uhle Street | | | | | | | | | | | |
|  | Arlington Blvd | 2.03 | 61000 | G | From: | Fairfax County Line | | | | | | | | | | | |
| | | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.675 | 66000 | G | 2003 | | |
| | | | | | | | | | | | | | | | | | |
|  | Arlington Blvd | 1.06 | 62000 | G | From: | SR 120 Glebe Rd | | | | | | | | | | | |
| | | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.695 | 66000 | G | 2003 | | |
| | | | | | | | | | | | | | | | | | |
|  | Arlington Blvd | 1.93 | 58000 | G | From: | SR 27 Washington Blvd | | | | | | | | | | | |
| | | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.1 | F | 0.627 | 62000 | G | 2003 | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | To: | District of Columbia | | | | | | | | | | | |
|  | East | 0.24 | 73000 | G | From: | Fairfax County Line | | | | | | | | | | | |
| | | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.074 | F | | 78000 | G | 2003 | | |
| | | | Combined Traffic: | 130000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.066 | F | 0.564 | 138000 | G | |
| | | | | | To: | Westmoreland St | | | | | | | | | | | |
|  | East | 0.94 | 53000 | G | From: | Westmoreland St | | | | | | | | | | | |
| | | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.068 | F | | 57000 | G | 2003 | | |
| | | | Combined Traffic: | 106000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.065 | F | 0.501 | 112000 | G | |
| | | | | | To: | Sycamore St | | | | | | | | | | | |
|  | East | 1.74 | 64000 | G | From: | Sycamore St | | | | | | | | | | | |
| | | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.063 | F | | 68000 | G | 2003 | | |
| | | | Combined Traffic: | 116000 | G | 99% | 0% | 0% | 0% | 0% | F | NA | | 123000 | G | | |
| | | | | | To: | SR 237 Fairfax Drive | | | | | | | | | | | |
|  | East | 0.56 | 42000 | G | From: | SR 237 Fairfax Drive | | | | | | | | | | | |
| | | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.074 | F | | 45000 | G | 2003 | | |
| | | | Combined Traffic: | 85000 | G | 99% | 0% | 0% | 0% | 0% | F | NA | | 90000 | G | | |
| | | | | | To: | SR 120 Glebe Rd | | | | | | | | | | | |
|  | East | 0.97 | 53000 | A | From: | SR 120 Glebe Rd | | | | | | | | | | | |
| | | | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.074 | A | | 57000 | A | 2003 | | |
| | | | Combined Traffic: | 101000 | A | 99% | 0% | 0% | 0% | 0% | C | 0.070 | A | 0.500 | 108000 | A | |
| | | | | | To: | US 29 Lee Hwy Cherrydale | | | | | | | | | | | |
|  | East | 1.05 | 47000 | G | From: | US 29 Lee Hwy Cherrydale | | | | | | | | | | | |
| | | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.066 | F | | 50000 | G | 2003 | | |
| | | | Combined Traffic: | 88000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.111 | F | 0.894 | 93000 | G | |
| | | | | | To: | US 29 Near 20th Rd | | | | | | | | | | | |
|  | East | 0.85 | 40000 | G | From: | US 29 Near 20th Rd | | | | | | | | | | | |
| | | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.067 | F | | 42000 | G | 2003 | | |
| | | | Combined Traffic: | 73000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.066 | F | 0.517 | 77000 | G | |
| | | | | | To: | Lynn St Rosslyn | | | | | | | | | | | |
|  | East | 0.50 | 55000 | G | From: | Lynn St Rosslyn | | | | | | | | | | | |
| | | | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.075 | F | | 59000 | G | 2003 | | |
| | | | Combined Traffic: | 102000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.072 | F | 0.546 | 108000 | G | |
| | | | | | To: | DC Line, Potomac River; Roosevelt Bridge | | | | | | | | | | | |
|  | West | 0.37 | 57000 | G | From: | Fairfax County Line | | | | | | | | | | | |
| | | | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.079 | F | | 60000 | G | 2003 | | |
| | | | Combined Traffic: | 130000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.066 | F | 0.564 | 138000 | G | |
| | | | | | To: | SR 237 Washington Blvd; US 29 Lee Hwy | | | | | | | | | | | |
|  | West | 0.81 | 52000 | G | From: | SR 237 Washington Blvd; US 29 Lee Hwy | | | | | | | | | | | |
| | | | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.069 | F | | 55000 | G | 2003 | | |
| | | | Combined Traffic: | 106000 | G | 99% | 0% | 0% | 0% | 0% | F | NA | | 112000 | G | | |
| | | | | | To: | Sycamore St | | | | | | | | | | | |
|  | West | 1.70 | 52000 | G | From: | Sycamore St | | | | | | | | | | | |
| | | | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.072 | F | | 55000 | G | 2003 | | |
| | | | Combined Traffic: | 116000 | G | 99% | 0% | 0% | 0% | 0% | F | NA | | 123000 | G | | |
| | | | | | To: | SR 237 Fairfax Drive | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|---|---|------|--------|-------|--------------------------|---------------------------|--------|--------|--------|----|-------------|-------|---------------|--------|-------|-------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | | |
| West  | | | | From: | SR 237 Fairfax Drive | | | | | | | | | | | | |
| | | 0.61 | 43000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.069 | F | | 45000 | G | 2003 | |
| | Combined Traffic: | | 85000 | G | 99% | 0% | 0% | 0% | 0% | F | NA | | | 90000 | G | | |
| | | | | | | | | | | | | | | | | | |
| West  | | | | To: | SR 120 Glebe Rd | | | | | | | | | | | | |
| | | 1.02 | 48000 | A | 99% | 0% | 0% | 0% | 0% | C | 0.075 | A | | 52000 | A | 2003 | |
| | Combined Traffic: | | 101000 | A | 99% | 0% | 0% | 0% | 0% | C | NA | | | 108000 | A | | |
| | | | | | | | | | | | | | | | | | |
| West  | | | | To: | US 29 Lee Hwy Cherrydale | | | | | | | | | | | | |
| | | 0.98 | 40000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.154 | F | | 42000 | G | 2003 | |
| | Combined Traffic: | | 88000 | G | 99% | 0% | 0% | 0% | 0% | F | NA | | | 93000 | G | | |
| | | | | | | | | | | | | | | | | | |
| West  | | | | To: | US 29 Near 20th Rd | | | | | | | | | | | | |
| | | 0.87 | 33000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.074 | F | | 35000 | G | 2003 | |
| | Combined Traffic: | | 73000 | G | 99% | 0% | 0% | 0% | 0% | F | NA | | | 77000 | G | | |
| | | | | | | | | | | | | | | | | | |
| West  | | | | To: | Lynn St Rosslyn | | | | | | | | | | | | |
| | | 0.49 | 47000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.07 | F | | 49000 | G | 2003 | |
| | Combined Traffic: | | 102000 | G | 99% | 0% | 0% | 0% | 0% | F | NA | | | 108000 | G | | |
| To: DC Line, Potomac River; Roosevelt Bridge | | | | | | | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | | |
| North  | Capital Beltway | 0.37 | 70000 | F | 90% | 1% | 1% | 1% | 7% | 0% | F | 0.067 | F | 73000 | F | 2003 | |
| | Combined Traffic: | | 142000 | F | 93% | 1% | 1% | 1% | 5% | 0% | F | NA | | 149000 | F | | |
| | Capital Beltway is also signed as I-495 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| North  | Capital Beltway | 0.95 | 78000 | F | 90% | 1% | 1% | 1% | 7% | 0% | F | 0.068 | F | 82000 | F | 2003 | |
| | Combined Traffic: | | 150000 | F | 92% | 1% | 1% | 1% | 5% | 0% | F | NA | | 158000 | F | | |
| | Capital Beltway is also signed as I-495 | | | | | | | | | | | | | | | | |
| To: District of Columbia Line, Potomac River | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| South  | Capital Beltway | 0.71 | 73000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.065 | F | 76000 | F | 2003 | |
| | Combined Traffic: | | 142000 | F | 93% | 1% | 1% | 1% | 5% | 0% | F | NA | | 149000 | F | | |
| | Capital Beltway is also signed as I-495 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| South  | Capital Beltway | 0.61 | 72000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.073 | F | 76000 | F | 2003 | |
| | Combined Traffic: | | 150000 | F | 92% | 1% | 1% | 1% | 5% | 0% | F | NA | | 158000 | F | | |
| | Capital Beltway is also signed as I-495 | | | | | | | | | | | | | | | | |
| To: District of Columbia Line, Potomac River | | | | | | | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | | |
|  | | 1.29 | 64000 | G | From: | Arlington Ridge Rd | | | | | | | | | | | |
| | | | | | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.075 | F | 0.597 | 66000 | G | 2003 |
|  | | 0.96 | 58000 | G | To: | SR 27 | | | | | | | | | | | |
| | | | | | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.078 | F | 0.717 | 60000 | G | 2003 |
|  | | 0.04 | 44000 | G | To: | US 1 | | | | | | | | | | | |
| | | | | | From: | US 1 SR110 WEST | | | | | | | | | | | |
| | | | | | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | F | 0.598 | 46000 | G | 2003 |
| To: US 1; 4US 01-P SR110 EAST & BEGI | | | | | | | | | | | | | | | | | |
|  | Glebe Rd | 2.49 | 11000 | G | From: | SR 123 Chain Bridge Rd | | | | | | | | | | | |
| | | | | | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.099 | F | 0.676 | 12000 | G | 2003 |
|  | Glebe Rd | 0.55 | 17000 | G | To: | SR 309 Old Dominion Drive | | | | | | | | | | | |
| | | | | | From: | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.514 | 18000 | G |
|  | Glebe Rd | 0.93 | 23000 | G | To: | US 29 Lee Highway | | | | | | | | | | | |
| | | | | | From: | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.081 | F | 0.506 | 24000 | G |
|  | Glebe Rd | 0.25 | 30000 | G | To: | SR 237 Washington Blvd | | | | | | | | | | | |
| | | | | | From: | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.082 | F | 0.59 | 31000 | G |
| To: SR 237 Fairfax Dr | | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|-----------------|------|-------|-------|------|---------------------------|--------|--------|--------|----|-------------|----|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| 120 | Glebe Rd | 1.13 | 34000 | A | From | SR 237 Fairfax Dr | | | | C | 0.081 | A | 0.56 | 36000 | A | 2003 |
| | | | | | To | US 50 | | | | | | | | | | |
| 120 | Glebe Rd | 0.86 | 32000 | G | From | SR 244 Columbia Pike | | | | F | 0.076 | F | 0.575 | 34000 | G | 2003 |
| | | | | | To | I-395 | | | | | | | | | | |
| 120 | Glebe Rd | 1.24 | 30000 | G | From | Arlington Ridge Rd | | | | F | 0.073 | F | 0.557 | 31000 | G | 2003 |
| | | | | | To | US 1 | | | | | | | | | | |
| 123 | Chain Bridge Rd | 0.40 | 14000 | G | From | Fairfax County Line | | | | F | 0.097 | F | 0.577 | 17000 | G | 2003 |
| | | | | | To | DC Line, Chain Bridge | | | | | | | | | | |
| 124 | | 0.17 | 14000 | G | From | US 29 Lee Hwy | | | | C | 0.082 | F | 0.557 | 15000 | G | 2003 |
| | | | | | To | Spout Run Parkway | | | | | | | | | | |
| 233 | | 0.36 | 21000 | G | From | US 1 Jefferson Davis Hwy | | | | C | 0.072 | F | 0.691 | 22000 | G | 2003 |
| | | | | | To | Reagan National Airport | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| 236 | Duke Street | 0.06 | 41000 | N | From | Fairfax County Line | | | | N | 0.086 | N | 0.526 | 44000 | N | 2003 |
| | | | | | To | WCL Alexandria | | | | | | | | | | |
| 236 | Duke St | 0.34 | 62000 | F | From | I-395 | | | | F | 0.073 | F | 0.519 | 67000 | F | 2003 |
| | | | | | To | SR 401 Van Dorn St | | | | | | | | | | |
| 236 | Duke St | 0.32 | 65000 | F | From | N Pickett St | | | | F | NA | | 36000 | G | 2003 | |
| | | | | | To | SR 241 Telegraph Rd | | | | | | | | | | |
| 236 | Duke St | 2.66 | 30000 | F | From | US 1 SB Henry St | | | | C | 0.076 | F | 0.64 | 33000 | F | 2003 |
| | | | | | To | SR 400 Washington St | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| 237 | 29 Lee Highway | 0.11 | 25000 | G | From | ECL Falls Church | | | | F | 0.087 | F | 0.553 | 28000 | G | 2003 |
| | | | | | To | US 29 Lee Hwy | | | | | | | | | | |
| 237 | Washington Blvd | 0.23 | 13000 | G | From | ISR 237-P | | | | C | 0.088 | F | | 14000 | G | 2003 |
| | | | | | To | SR 120 Glebe Rd | | | | | | | | | | |
| 237 | Washington Blvd | 2.31 | 13000 | G | From | SR 120 Glebe Rd, Ballston | | | | C | 0.107 | F | 0.533 | 14000 | G | 2003 |
| | | | | | To | 10th St | | | | | | | | | | |
| 237 | Glebe Rd | 0.25 | 30000 | G | From | Fairfax Dr | | | | F | 0.082 | F | 0.59 | 31000 | G | 2003 |
| | | | | | To | US 50 Arlington Blvd | | | | | | | | | | |
| 237 | Fairfax Dr | 0.91 | 22000 | G | From | SR 237 | | | | F | 0.084 | F | 0.545 | 23000 | G | 2003 |
| | | | | | To | US 29 Lee Hwy | | | | | | | | | | |
| 237 | 10th Street | 0.83 | 11000 | G | From | | | | | C | 0.091 | F | 0.533 | 12000 | G | 2003 |
| | | | | | To | | | | | | | | | | | |
| 237 | 29 Lee Highway | 0.07 | 25000 | N | From | | | | | N | 0.097 | N | 0.535 | 28000 | N | 2003 |
| | | | | | To | | | | | | | | | | | |


















Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|--------------------|-----------------------|-------------------------|--------------------------|-------|-------------------------------------|-------------------------------------|--------|--------|--------|-------|-------------|----|---------------|-------|------|------|----|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | | |
| 237 | 0.17 | 13000 | G | From: | US 29 Lee Hwy | | | | C | 0.087 | F | | 14000 | G | 2003 | | |
| | | 98% | 1% | 1% | 0% | 0% | 0% | | | | | | | | | | |
| | | Combined Traffic: 26000 | G | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% | C |
| | | | | To: | SR 237 Washington Blvd | | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | | |
| 241 | Telegraph Rd | 0.39 | 50000 | N | From: | Fairfax County Line | | | | N | 0.085 | N | 0.592 | 54000 | N | 2003 | |
| | | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | | | | | | | | | | | | | | |
| 241 | Telegraph Rd | 0.21 | 52000 | F | From: | Maintenance Break | | | | C | 0.092 | F | 0.717 | 57000 | F | 2003 | |
| | | | | | 91% | 0% | 1% | 5% | 2% | | | | | | | | 0% |
| | | | | | | | | | | | | | | | | | |
| | | | | To: | SR 236 WB | | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | | |
| 244 | Columbia Pike | 1.67 | 25000 | G | From: | Fairfax County Line | | | | C | 0.070 | F | 0.546 | 26000 | G | 2003 | |
| | | | | | 97% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | | | | | | | | | | | | | | |
| 244 | Columbia Pike | 1.03 | 30000 | G | From: | SR120 Glebe Rd | | | | F | 0.096 | F | 0.702 | 31000 | G | 2003 | |
| | | | | | 97% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | | | | | | | | | | | | | | |
| 244 | Columbia Pike | 0.91 | 13000 | G | From: | SR 27 Washington Blvd | | | | F | 0.113 | F | 0.652 | 14000 | G | 2003 | |
| | | | | | 97% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | | | | | | | | | | | | | | |
| | | | | To: | Spur-Pentagon Road | | | | | | | | | | | | |
| 309 | Old Dominion Drive | 1.18 | 14000 | G | From: | Fairfax County Line | | | | F | 0.115 | F | 0.666 | 15000 | G | 2003 | |
| | | | | | 97% | 1% | 1% | 0% | 1% | | | | | | | | 0% |
| | | | | | | | | | | | | | | | | | |
| 309 | Old Dominion Drive | 0.59 | 14000 | G | From: | SR 120 Glebe Rd | | | | C | 0.119 | F | 0.719 | 15000 | G | 2003 | |
| | | | | | 97% | 1% | 1% | 0% | 1% | | | | | | | | 0% |
| | | | | | | | | | | | | | | | | | |
| 309 | 29 Old Dominion Driv | 0.05 | 34000 | G | From: | US 29 Lee Hwy | | | | F | 0.105 | F | 0.679 | 38000 | G | 2003 | |
| | | | | | 99% | 0% | 0% | 0% | 0% | | | | | | | | 0% |
| | | | | | | | | | | | | | | | | | |
| 309 | Lee Highway | 0.70 | 6600 | G | From: | US 29 Old Dominion Dr, Wakefield St | | | | F | 0.113 | F | 0.717 | 7000 | G | 2003 | |
| | | | | | 97% | 1% | 1% | 0% | 1% | | | | | | | | 0% |
| | | | | | | | | | | | | | | | | | |
| | | | | To: | US 29 Lee Hwy, Quincy St | | | | | | | | | | | | |
| ExpN 395 | Northbound Express La | 1.21 | 28000 | G | From: | Reversible Lane Split | | | | F | 0.105 | F | | 36000 | G | 2003 | |
| | | | 97% | 1% | 1% | 0% | 1% | 0% | | | | | | | | | |
| | | | Combined Traffic: 155000 | G | 97% | 1% | 1% | 0% | 1% | | | | | | | | 0% |
| | | | | To: | District of Columbia Line | | | | | | | | | | | | |
| ExpS 395 | Southbound Express La | 1.21 | 30000 | G | From: | Reversible Lane Split | | | | F | 0.105 | F | | 38000 | G | 2003 | |
| | | | 97% | 1% | 1% | 0% | 1% | 0% | | | | | | | | | |
| | | | Combined Traffic: 155000 | G | 97% | 1% | 1% | 0% | 1% | | | | | | | | 0% |
| | | | | To: | District of Columbia Line | | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | | |
| North 395 | | 0.21 | 74000 | A | From: | Fairfax County Line | | | | C | 0.079 | A | | 78000 | A | 2003 | |
| | | | 97% | 0% | 1% | 1% | 1% | 0% | | | | | | | | | |
| | | | Combined Traffic: 180000 | A | 97% | 1% | 1% | 1% | 1% | | | | | | | | 0% |
| North 395 | | 1.64 | 73000 | G | From: | SR 236 Duke St | | | | F | 0.075 | F | | 76000 | G | 2003 | |
| | | | 97% | 0% | 1% | 1% | 1% | 0% | | | | | | | | | |
| | | | Combined Traffic: 176000 | G | 97% | 1% | 1% | 1% | 1% | | | | | | | | 0% |
| North 395 | | 1.11 | 77000 | G | From: | Seminary Rd | | | | F | 0.074 | F | | 80000 | G | 2003 | |
| | | | 97% | 0% | 1% | 1% | 1% | 0% | | | | | | | | | |
| | | | Combined Traffic: 179000 | G | 97% | 1% | 1% | 1% | 1% | | | | | | | | 0% |
| | | | | To: | SR 7 King St, Arlington County Line | | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | | |
| North 395 | | 0.77 | 70000 | G | From: | SR 7 King St, Arlington County Line | | | | F | 0.087 | F | | 72000 | G | 2003 | |
| | | | 97% | 0% | 1% | 1% | 1% | 0% | | | | | | | | | |
| | | | Combined Traffic: 162000 | G | 97% | 1% | 1% | 1% | 1% | | | | | | | | 0% |
| | | | | To: | Ouaker Lane, WCL Alexandria | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|-------------------|--------|----|-------|--|------------|--------|--------|--------|----|-------------|----|---------------|--------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| North 395 | | | | From: | Quaker Lane, Arlington County Line | | | | | | | | | | | |
| | 0.26 | 70000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.087 | F | | 72000 | G | 2003 |
| | Combined Traffic: | 163000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 176000 | G | |
| | | | | To: | Arlington County Line | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| North 395 | | | | From: | WCL Alexandria | | | | | | | | | | | |
| | 0.15 | 70000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.087 | F | | 72000 | G | 2003 |
| | Combined Traffic: | 163000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 176000 | G | |
| | | | | To: | SR 120 Glebe Rd | | | | | | | | | | | |
| North 395 | | | | From: | SR 120 Glebe Rd | | | | | | | | | | | |
| | 1.20 | 75000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.097 | F | | 78000 | G | 2003 |
| | Combined Traffic: | 185000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 198000 | G | |
| | | | | To: | SR 27 Washington Boulevard | | | | | | | | | | | |
| North 395 | | | | From: | SR 27 Washington Boulevard | | | | | | | | | | | |
| | 1.42 | 44000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.092 | F | | 46000 | G | 2003 |
| | Combined Traffic: | 155000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | NA | | | 175000 | G | |
| | | | | To: | US 1 Jefferson Davis Hwy | | | | | | | | | | | |
| North 395 | | | | From: | US 1 Jefferson Davis Hwy | | | | | | | | | | | |
| | 0.55 | 75000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.073 | F | | 78000 | G | 2003 |
| | Combined Traffic: | 205000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 227000 | G | |
| | | | | To: | George Washington Parkway | | | | | | | | | | | |
| North 395 | | | | From: | George Washington Parkway | | | | | | | | | | | |
| | 0.02 | 75000 | N | 97% | 0% | 1% | 1% | 1% | 0% | N | 0.073 | N | | 78000 | N | 2003 |
| | Combined Traffic: | 205000 | N | 97% | 1% | 1% | 1% | 1% | 0% | N | NA | | | 227000 | N | |
| | | | | To: | District of Columbia | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| Rev 395 | | | | From: | Fairfax County Line | | | | | | | | | | | |
| | 2.19 | 27000 | A | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.137 | A | | 36000 | A | 2003 |
| | Combined Traffic: | 180000 | A | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.080 | A | | 196000 | A | |
| | | | | To: | Seminary Rd | | | | | | | | | | | |
| Rev 395 | | | | From: | Seminary Rd | | | | | | | | | | | |
| | 0.71 | 30000 | G | 97% | 2% | 0% | 0% | 0% | 0% | C | 0.094 | F | | 38000 | G | 2003 |
| | Combined Traffic: | 179000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 194000 | G | |
| | | | | To: | Arlington County Line, SR 7 Underpass | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| Rev 395 | | | | From: | ECL Alexandria, SR 7 Underpass | | | | | | | | | | | |
| | 0.77 | 30000 | G | 97% | 2% | 0% | 0% | 0% | 0% | C | 0.094 | F | | 38000 | G | 2003 |
| | Combined Traffic: | 162000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 175000 | G | |
| | | | | To: | Quaker Lane, WCL Alexandria | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| Rev 395 | | | | From: | Quaker Lane, Arlington County Line | | | | | | | | | | | |
| | 0.26 | 30000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.107 | F | | 39000 | G | 2003 |
| | Combined Traffic: | 163000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 176000 | G | |
| | | | | To: | Arlington County Line | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| Rev 395 | | | | From: | NCL Alexandria | | | | | | | | | | | |
| | 2.13 | 30000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.107 | F | | 39000 | G | 2003 |
| | Combined Traffic: | 163000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 176000 | G | |
| | | | | To: | Reversible Lane Split North of Washington Blvd | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| South 395 | | | | From: | Fairfax County Line | | | | | | | | | | | |
| | 0.71 | 78000 | A | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.084 | A | | 82000 | A | 2003 |
| | Combined Traffic: | 180000 | A | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.080 | A | | 196000 | A | |
| | | | | To: | SR 236 Duke St | | | | | | | | | | | |
| South 395 | | | | From: | SR 236 Duke St | | | | | | | | | | | |
| | 1.44 | 76000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.082 | F | | 79000 | G | 2003 |
| | Combined Traffic: | 176000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 191000 | G | |
| | | | | To: | Seminary Rd | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--|--|---------------|-------|-------|--|-------|--------|--------|--------|----|-------------|-------|---------------|--------|-------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
|  | | | | From: | Seminary Rd | | | | | | | | | | | |
| | 0.75 | 72000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.088 | F | | 75000 | G | 2003 |
| | Combined Traffic: | 179000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 194000 | G | |
| | | | | To: | SR 7 King St, Arlington County Line | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
|  | | | | From: | SR 7 King St, WCL Alexandria | | | | | | | | | | | |
| | 0.77 | 63000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.082 | F | | 65000 | G | 2003 |
| | Combined Traffic: | 162000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 175000 | G | |
| | | | | To: | Quaker Lane, WCL Alexandria | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
|  | | | | From: | Quaker Lane, Arlington County Line | | | | | | | | | | | |
| | 0.26 | 63000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.082 | F | | 65000 | G | 2003 |
| | Combined Traffic: | 163000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 176000 | G | |
| | | | | To: | Arlington County Line | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
|  | | | | From: | NCL Alexandria | | | | | | | | | | | |
| | 0.52 | 63000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.082 | F | | 65000 | G | 2003 |
| | Combined Traffic: | 163000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 176000 | G | |
| | | | | To: | SR 120 Glebe Rd | | | | | | | | | | | |
|  | | | | From: | SR 120 Glebe Rd | | | | | | | | | | | |
| | 0.74 | 79000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.084 | F | | 82000 | G | 2003 |
| | Combined Traffic: | 185000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 198000 | G | |
| | | | | To: | SR 27 Washington Blvd | | | | | | | | | | | |
|  | | | | From: | SR 27 Washington Blvd | | | | | | | | | | | |
| | 1.56 | 53000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.078 | F | | 55000 | G | 2003 |
| | Combined Traffic: | 155000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | NA | | | 175000 | G | |
| | | | | To: | SR 110 | | | | | | | | | | | |
|  | | | | From: | SR 110 | | | | | | | | | | | |
| | 0.52 | 72000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.07 | F | | 75000 | G | 2003 |
| | Combined Traffic: | 205000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 227000 | G | |
| | | | | To: | District of Columbia | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
|  | Washington St | 0.91 | 26000 | F | 99% | 1% | 1% | 0% | 0% | C | 0.105 | F | 0.801 | 28000 | F | 2003 |
| | | | | From: | George Washington Memorial Parkway SCL | | | | | | | | | | | |
| | | | | To: | SR 236 Duke St | | | | | | | | | | | |
| |  | Washington St | 0.32 | 29000 | F | 99% | 1% | 1% | 0% | 0% | F | 0.077 | F | 0.652 | 32000 | F |
| | | | | From: | SR 236 Duke St | | | | | | | | | | | |
| | | | | To: | Queen St | | | | | | | | | | | |
|  | | Washington St | 0.39 | 34000 | F | 99% | 1% | 1% | 0% | 0% | F | 0.082 | F | 0.656 | 37000 | F |
| | | | | From: | Queen St | | | | | | | | | | | |
| | | | | To: | Madison St | | | | | | | | | | | |
| |  | Washington St | 0.17 | 32000 | F | 97% | 1% | 1% | 0% | 0% | C | 0.094 | F | 0.644 | 35000 | F |
| | | | | From: | Madison St | | | | | | | | | | | |
| | | | | To: | 1st Street; George Washington Memorial Parkway | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
|  | Van Dorn St | 0.62 | 48000 | F | 97% | 0% | 1% | 1% | 0% | F | 0.074 | F | 0.566 | 52000 | F | 2003 |
| | | | | From: | SCL Alexandria | | | | | | | | | | | |
| | | | | To: | Edsall Rd | | | | | | | | | | | |
| |  | Van Dorn St | 0.43 | 32000 | F | 97% | 0% | 1% | 1% | 0% | C | 0.073 | F | 0.697 | 35000 | F |
| | | | | From: | Edsall Rd | | | | | | | | | | | |
| | | | | To: | SR 236 Duke St | | | | | | | | | | | |
|  | | Van Dorn St | 1.56 | 22000 | F | 99% | 0% | 1% | 0% | 0% | C | 0.088 | F | 0.769 | 24000 | F |
| | | | | From: | SR 236 Duke St | | | | | | | | | | | |
| | | | | To: | Seminary Ave | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
|  | Quaker Lane | 0.69 | 19000 | F | 99% | 1% | 1% | 0% | 0% | F | 0.086 | F | 0.652 | 21000 | F | 2003 |
| | | | | From: | SR 420 Seminary Rd | | | | | | | | | | | |
| | | | | To: | SR 7 King St | | | | | | | | | | | |
| |  | Quaker Lane | 0.96 | 21000 | F | 99% | 1% | 1% | 0% | 0% | C | 0.082 | F | 0.576 | 23000 | F |
| | | | | From: | SR 7 King St | | | | | | | | | | | |
| | | | | To: | I-395 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
|  | Seminary Rd | 1.72 | 15000 | F | 98% | 1% | 1% | 0% | 0% | C | 0.097 | F | 0.619 | 16000 | F | 2003 |
| | | | | From: | I-395 Shirley Hwy, 100-6706 | | | | | | | | | | | |
| | | | | To: | SR 402 Quaker Lane | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|----------------------------|--------|-------|----|-------|------------------------------|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| 420 Janneys La | 1.03 | 6800 | F | From: | SR 402 Quaker Lane | | | | | F | 0.118 | F | 0.689 | 7500 | F | 2003 |
| | | | | To: | SR 7 | | | | | | | | | | | |
| 90005 400 Washington St | 0.91 | 26000 | F | From: | SCL Alexandria | | | | | C | 0.105 | F | 0.801 | 28000 | F | 2003 |
| | | | | To: | SR 236 Duke St | | | | | | | | | | | |
| 90005 400 Washington St | 0.32 | 29000 | F | From: | Queen St | | | | | F | 0.077 | F | 0.652 | 32000 | F | 2003 |
| | | | | To: | Madison St | | | | | | | | | | | |
| 90005 400 Washington St | 0.39 | 34000 | F | From: | 1st Street | | | | | F | 0.082 | F | 0.656 | 37000 | F | 2003 |
| | | | | To: | NCL Alexandria | | | | | | | | | | | |
| 90005 George Washington Me | 1.81 | 33000 | O | From: | NCL Alexandria | | | | | F | NA | | | 490 | G | 2003 |
| | | | | To: | 00-6741 | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| 90005 George Washington Me | 5.56 | 51000 | O | From: | 00-6723 S. Eads St | | | | | F | NA | | | 490 | G | 2003 |
| | | | | To: | US 1 Jefferson Davis Highway | | | | | | | | | | | |
| 90005 George Washington Me | 3.10 | 70000 | O | From: | Crystal Dr | | | | | F | NA | | | 490 | G | 2003 |
| | | | | To: | 00-6587 Clark St | | | | | | | | | | | |
| 1 20th Street | 0.05 | NA | | From: | 00-6724 Crystal Drive | | | | | | NA | | | NA | | |
| | | | | To: | US 1 Jefferson Davis Highway | | | | | | | | | | | |
| 1 20th Street | 0.15 | NA | | From: | 00-6700 N Hudson St | | | | | | NA | | | NA | | |
| | | | | To: | 00-6812; 16th St N | | | | | | | | | | | |
| 2 26th Street | 0.07 | NA | | From: | SR 244 Columbia Pike | | | | | | NA | | | NA | | |
| | | | | To: | FR-703; 00-18 Walter Reed Dr | | | | | | | | | | | |
| 3 27th Street | 0.09 | NA | | From: | 30th St | | | | | | NA | | | NA | | |
| | | | | To: | 00-6717 31st Street | | | | | | | | | | | |
| 4 Clarendon Blvd | 0.78 | NA | | From: | I-66 | | | | | | NA | | | NA | | |
| | | | | To: | SR 120 SR 237 Fairfax Dr E | | | | | | | | | | | |
| 5 S Courthouse Rd | 0.58 | NA | | From: | 00-6809 Patrick Henry Drive | | | | | | NA | | | NA | | |
| | | | | To: | US 29 Lee Hwy | | | | | | | | | | | |
| 7 Columbus Street | 0.12 | NA | | From: | 27th St | | | | | | NA | | | NA | | |
| | | | | To: | Williamsburg Blvd | | | | | | | | | | | |
| 8 Fairfax Dr | 0.38 | NA | | From: | 00-6771 Yorktown Blvd | | | | | | NA | | | NA | | |
| | | | | To: | 00-6626 N George Mason Dr | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|-----------------------------|--------|-------|----|-------|-----|-----------------|---------------------------------|--------|--------|----|-------------|-------|---------------|-------|----|------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | | |
| 11 S Manchester St | 0.15 | NA | | | | From: | Fairfax County Line | | | | | NA | | NA | | | |
| | | | | | | To: | US 50 Arlington Blvd | | | | | | | | | | |
| 12 Memorial Dr | 0.17 | NA | | | | From: | SR 110 Overpass | | | | | NA | | NA | | | |
| | | | | | | To: | District of Columbia Line | | | | | | | | | | |
| 13 Nash Street | 0.11 | NA | | | | From: | 00-6608 Wilson Blvd | | | | | NA | | NA | | | |
| | | | | | | To: | 00-6744 Key Blvd | | | | | | | | | | |
| 13 Nash Street | 0.14 | NA | | | | From: | 00-6757 N Veitch St | | | | | NA | | NA | | | |
| | | | | | | To: | US 29 | | | | | | | | | | |
| 14 Pierce Street | 0.07 | NA | | | | From: | 0000-6608 Wilson Blvd | | | | | NA | | NA | | | |
| | | | | | | To: | 00-6612 Clarendon Blvd | | | | | | | | | | |
| 15 Quinn Street | 0.25 | NA | | | | From: | 00-6608 Wilson Blvd | | | | | NA | | NA | | | |
| | | | | | | To: | US 29 Lee Hwy | | | | | | | | | | |
| 16 Randolph Street | 0.19 | NA | | | | From: | SR 120 Glebe Rd | | | | | NA | | NA | | | |
| | | | | | | To: | Wilson Blvd | | | | | | | | | | |
| 16 Randolph Street | 0.18 | NA | | | | From: | Wilson Blvd | | | | | NA | | NA | | | |
| | | | | | | To: | SR 237 | | | | | | | | | | |
| 17 Stuart Street | 0.07 | NA | | | | From: | 00-6608 Wilson Blvd | | | | | NA | | NA | | | |
| | | | | | | To: | 00-6753 9Th Street | | | | | | | | | | |
| 19 Washington Blvd | 0.42 | NA | | | | From: | 00-6780 Westmoreland St | | | | | NA | | NA | | | |
| | | | | | | To: | 1SR 237-P US 29 US 29 Lee Hwy | | | | | | | | | | |
| 20 Monroe Street | 0.10 | NA | | | | From: | 00-6608 Wilson Blvd | | | | | NA | | NA | | | |
| | | | | | | To: | SR 237 | | | | | | | | | | |
| 20 Monroe Street | 0.20 | NA | | | | From: | SR 237 | | | | | NA | | NA | | | |
| | | | | | | To: | 00-6700 Washington Blvd | | | | | | | | | | |
| 21 19th Street | 0.15 | NA | | | | From: | 00-6746 Ft Myer Dr | | | | | NA | | NA | | | |
| | | | | | | To: | Kent St | | | | | | | | | | |
| 25 Park Dr | 0.17 | NA | | | | From: | 00- 6710-George Mason Dr | | | | | NA | | NA | | | |
| | | | | | | To: | 00-6811 Carlin Springs Rd | | | | | | | | | | |
| 1250 Shirlington Circle | 0.13 | 19000 | G | 95% | 2% | From: | 1SR 402-P; I-395-S006A | | | | C | 0.084 | F | 20000 | G | 2003 | |
| | | | | | | To: | 00-6714 | | | | | | | | | | |
| 6587 Old Jefferson Davis Hw | 1.73 | NA | | | | From: | 14Th Rd | | | | | NA | | NA | | | |
| | | | | | | To: | Dead End | | | | | | | | | | |
| 6591 Arlington Ridge Rd | 1.20 | NA | | | | From: | NCL Alexandria | | | | | NA | | NA | | | |
| | | | | | | To: | S Lynn Street | | | | | | | | | | |
| 6591 S Lynn Street | 0.32 | NA | | | | From: | Arlington Ridge Rd | | | | | NA | | NA | | | |
| | | | | | | To: | Army Navy Dr | | | | | | | | | | |
| 6602 West Glebe Rd | 0.10 | NA | | | | From: | 100-6602 JB--100 NCL Alexandria | | | | | NA | | NA | | | |
| | | | | | | To: | SR 120 Glebe Rd | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|--------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| 6605 S Adams St/Army Navy | 0.42 | NA | | From: | | S 26Th Street | | | | | NA | | | NA | | |
| 6605 Army Navy Dr | 1.50 | NA | | To: | | 28th Street | | | | | NA | | | NA | | |
| 6605 Army Navy Dr | 0.45 | NA | | From: | | Ramp to 395; S Hayes St | | | | | NA | | | NA | | |
| | | | | To: | | 12th St | | | | | | | | | | |
| 6606 18th Street | 0.27 | NA | | From: | | Crystal Dr | | | | | NA | | | NA | | |
| | | | | To: | | Hayes St | | | | | | | | | | |
| 6606 Hayes St | 1.04 | NA | | From: | | 18th St | | | | | NA | | | NA | | |
| | | | | To: | | I-395 | | | | | | | | | | |
| 6608 Wilson Blvd | 0.56 | NA | | From: | | Fairfax County Line | | | | | NA | | | NA | | |
| 6608 Wilson Blvd | 0.89 | NA | | To: | | Larrimore St | | | | | NA | | | NA | | |
| 6608 Wilson Blvd | 0.41 | NA | | From: | | N George Mason Dr | | | | | NA | | | NA | | |
| | | | | To: | | 1.45 Mi N NCL Alexandria | | | | | | | | | | |
| 6608 Wilson Blvd | 0.92 | NA | | From: | | SR 120 Glebe Rd | | | | | NA | | | NA | | |
| | | | | To: | | SR 237 | | | | | NA | | | NA | | |
| 6608 Wilson Blvd | 1.45 | NA | | From: | | Washington Blvd | | | | | NA | | | NA | | |
| | | | | To: | | Nash St | | | | | NA | | | NA | | |
| 6608 Wilson Blvd | 0.28 | NA | | From: | | Arlington Ridge Rd | | | | | NA | | | NA | | |
| | | | | To: | | NCL Alexandria | | | | | | | | | | |
| 6622 S Walter Reed Dr | 0.70 | NA | | From: | | NCL Alexandria | | | | | NA | | | NA | | |
| | | | | To: | | S Four Mile Run Dr | | | | | NA | | | NA | | |
| 6622 S Walter Reed Dr | 0.69 | NA | | From: | | SR 120 | | | | | NA | | | NA | | |
| | | | | To: | | SR 244 | | | | | NA | | | NA | | |
| 6622 S Walter Reed Dr | 0.36 | NA | | From: | | 6th St | | | | | NA | | | NA | | |
| | | | | To: | | S Walter Reed Dr | | | | | | | | | | |
| 6622 Fillmore St | 0.40 | NA | | From: | | US 50 | | | | | NA | | | NA | | |
| | | | | To: | | Lynn Street | | | | | | | | | | |
| 6624 Arlington Ridge Rd | 0.19 | NA | | From: | | Ramp-To I-395 | | | | | NA | | | NA | | |
| | | | | To: | | 00-10 Little Falls Rd | | | | | | | | | | |
| 6626 N George Mason Dr | 0.35 | NA | | From: | | SR 309 Williamsburg Blvd | | | | | NA | | | NA | | |
| | | | | To: | | NCL Falls Church | | | | | | | | | | |
| 6682 N Sycamore Street | 0.26 | NA | | From: | | N 17th Street | | | | | NA | | | NA | | |
| | | | | To: | | US 29 Lee Hwy | | | | | NA | | | NA | | |
| 6682 N Sycamore Street | 0.57 | NA | | From: | | Williamsburg Blvd | | | | | NA | | | NA | | |
| | | | | To: | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------|-----------------------------|--------|------|----|-------|-----|--|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | | |
| (6682) | Williamsburg Blvd | 0.47 | NA | | | | From: N Sycamore St | | | | | NA | | | NA | | |
| | To: John Marshall Dr | | | | | | | | | | | | | | | | |
| (6682) | Williamsburg Blvd | 0.76 | NA | | | | From: SR 309 | | | | | NA | | | NA | | |
| | To: SR 120 | | | | | | | | | | | | | | | | |
| (6682) | Williamsburg Blvd | 0.42 | NA | | | | From: Four Mile Run Dr | | | | | NA | | | NA | | |
| | To: SR 120 | | | | | | | | | | | | | | | | |
| (6686) | 16th Street | 0.77 | NA | | | | From: SR 27; US 50 Arlington Blvd | | | | | NA | | | NA | | |
| | To: SR 120 | | | | | | | | | | | | | | | | |
| (6700) | Washington Blvd | 0.76 | NA | | | | From: SR 237 10th Street | | | | | NA | | | NA | | |
| | To: 00-6741 Kirkwood Rd | | | | | | | | | | | | | | | | |
| (6700) | Washington Blvd | 0.41 | NA | | | | From: SR 120 N Glebe Rd | | | | | NA | | | NA | | |
| | To: 00-6605 Army Navy Drive | | | | | | | | | | | | | | | | |
| (6708) | S 23rd Street | 0.29 | NA | | | | From: Arlington Ridge Rd | | | | | NA | | | NA | | |
| | To: S Fern St | | | | | | | | | | | | | | | | |
| (6708) | S 23rd Street | 0.71 | NA | | | | From: US 1 | | | | | NA | | | NA | | |
| | To: Crystal Drive | | | | | | | | | | | | | | | | |
| (6708) | S 23rd Street | 0.15 | NA | | | | From: Fairfax County Line | | | | | NA | | | NA | | |
| | To: SR 244 | | | | | | | | | | | | | | | | |
| (6710) | George Mason Dr | 1.24 | NA | | | | From: N Pershing Dr | | | | | NA | | | NA | | |
| | To: Carlin Springs Rd | | | | | | | | | | | | | | | | |
| (6710) | George Mason Dr | 0.99 | NA | | | | From: SR 237 | | | | | NA | | | NA | | |
| | To: US 29 | | | | | | | | | | | | | | | | |
| (6710) | George Mason Dr | 0.89 | NA | | | | From: Yorktown Blvd | | | | | NA | | | NA | | |
| | To: 7th Rd | | | | | | | | | | | | | | | | |
| (6710) | George Mason Dr | 0.48 | NA | | | | From: SR 244 | | | | | NA | | | NA | | |
| | To: SR 402 Quaker Lane | | | | | | | | | | | | | | | | |
| (6712) | S Greenbrier Street | 0.61 | NA | | | | From: Four Mile Run Dr Shirlington Rd | | | | | NA | | | NA | | |
| | To: SR 244 | | | | | | | | | | | | | | | | |
| (6714) | Shirlington Rd | 0.14 | NA | | | | From: 29-2503; JB-29-; Fairfax County Line | | | | | NA | | | NA | | |
| | To: SR 244 | | | | | | | | | | | | | | | | |
| (6714) | Four Mile Run Dr | 1.54 | NA | | | | From: Dead End | | | | | NA | | | NA | | |
| | To: Randolph St | | | | | | | | | | | | | | | | |
| (6716) | Jefferson Street | 0.11 | NA | | | | From: Dead End | | | | | NA | | | NA | | |
| | To: Randolph St | | | | | | | | | | | | | | | | |
| (6717) | S 31St | 0.63 | 3600 | F | 95% | 3% | 1% | 0% | 0% | 0% | C | 0.108 | F | 0.774 | 3900 | F | 2003 |
| | | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|----------------------------|--------|-------|----|---|-----|------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| (6717) Quincy Street | 0.30 | 5500 | G | From: Randolph St To: Arlington Mill Dr | 95% | 3% | 1% | 0% | 0% | F | 0.089 | F | 0.749 | 6000 | G | 2003 |
| (6718) S Arlington Mill Dr | 0.69 | NA | | From: 00-6622 Walter Reed Dr To: 00-6714 Ramp-Fr I-395 | | | | | | | NA | | | NA | | |
| (6719) S Highland St | 0.25 | NA | | From: 00-6622 Walter Reed Dr To: SR 244 | | | | | | | NA | | | NA | | |
| (6720) 24th Road S | 0.18 | NA | | From: 00-6721 Shirlington Road To: SR 120 S Glebe Rd | | | | | | | NA | | | NA | | |
| (6721) Shirlington Road | 0.40 | 10000 | F | From: 00-6714 Four Mile Run Dr To: S Kenmore St | 96% | 2% | 1% | 1% | 0% | C | NA | | | 11000 | F | 2003 |
| (6721) S. Kenmore St. | 0.47 | 2700 | G | From: Shirlington Rd To: Walter Reed Dr | 96% | 2% | 1% | 1% | 0% | F | 0.113 | F | 0.557 | 3000 | G | 2003 |
| (6722) S Joyce Street | 0.55 | 9900 | G | From: Army Navy Drive To: S Hayes St | 97% | 1% | 1% | 0% | 0% | F | 0.101 | F | 0.589 | 11000 | G | 2003 |
| (6722) 15th Street | 0.55 | 18000 | F | From: S Hayes St To: US 1 Jefferson Davis Hwy | 97% | 1% | 1% | 0% | 0% | C | 0.091 | F | 0.632 | 19000 | F | 2003 |
| (6723) S Eades St | 0.37 | 7500 | G | From: SR 120 S Glebe Rd To: S Fort Scott Dr | 95% | 3% | 1% | 0% | 0% | F | 0.089 | F | 0.776 | 8100 | G | 2003 |
| (6723) S Eades St | 0.53 | 11000 | F | From: S Fort Scott Dr To: 20th St | 95% | 3% | 1% | 0% | 0% | C | 0.085 | F | 0.645 | 12000 | F | 2003 |
| (6723) S Eades St | 0.77 | 11000 | G | From: 20th St To: I-395 | 95% | 3% | 1% | 0% | 0% | F | 0.087 | F | 0.562 | 12000 | G | 2003 |
| (6724) Crystal Drive | 0.60 | 7000 | G | From: US 1 Jefferson Davis Highway To: 26th St | 95% | 3% | 1% | 0% | 0% | F | 0.163 | F | 0.615 | 7600 | G | 2003 |
| (6724) Crystal Drive | 0.73 | 8000 | G | From: 26th St To: 00-6753 9th Street | 95% | 3% | 1% | 0% | 0% | F | 0.106 | F | | 8600 | G | 2003 |
| (6724) 12th Street | 0.45 | 4500 | F | From: Crystal Drive To: 00-6723 Eads Street | 95% | 3% | 1% | 0% | 0% | F | 0.101 | F | 0.757 | 4900 | F | 2003 |
| (6725) S Fern St | 0.81 | 4900 | F | From: 23 Rd Street S To: Army Navy Drive | 97% | 0% | 2% | 0% | 0% | C | 0.087 | F | 0.668 | 5400 | F | 2003 |
| (6725) S Fern St | 0.14 | 6900 | G | From: Army Navy Drive To: Entrance to Pentagon Parking Lot | 97% | 0% | 2% | 0% | 0% | F | 0.123 | F | 0.582 | 7500 | G | 2003 |
| (6728) 2nd Street | 0.30 | 5100 | G | From: SR 120 S Glebe Rd To: Irving Street S | 97% | 2% | 1% | 0% | 0% | C | 0.096 | F | 0.515 | 5500 | G | 2003 |
| (6728) 2nd Street | 0.68 | 5900 | G | From: Irving Street S To: SR 27 | 97% | 2% | 1% | 0% | 0% | F | 0.104 | F | 0.704 | 6400 | G | 2003 |
| (6731) McKinley Road | 0.55 | 3400 | F | From: Fairfax County Line To: 12th Road | 98% | 1% | 1% | 0% | 0% | C | 0.100 | F | 0.608 | 3700 | F | 2003 |
| (6731) Ohio Street | 0.25 | 3500 | F | From: 12th Road To: SR 237 | 98% | 1% | 1% | 0% | 0% | F | 0.109 | F | 0.503 | 3800 | F | 2003 |
| (6731) Ohio Street | 0.09 | NA | | From: SR 237 To: Dead End | | | | | | | NA | | | NA | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|----------------------------|--------|-------|----|-------|---|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| (6731) John Marshall Dr | 0.19 | 280 | F | From: | 22nd Rd | | | | | F | 0.099 | F | 0.727 | 310 | F | 2003 |
| | | | | To: | US 29 | | | | | | | | | | | |
| (6731) John Marshall Dr | 0.84 | 460 | F | From: | 98% 1% 1% 0% 0% 0% | | | | | F | 0.118 | F | 0.553 | 500 | F | 2003 |
| | | | | To: | Williamsburg Rd | | | | | | | | | | | |
| (6735) Glen Carlyn Rd | 0.14 | NA | | From: | Fairfax County Line, 29-714 | | | | | | NA | | NA | | | |
| | | | | To: | 00-6737 Carlin Springs Rd | | | | | | | | | | | |
| (6736) Joyce Street | 0.27 | NA | | From: | Army Navy Drive | | | | | | NA | | NA | | | |
| | | | | To: | SR 244 | | | | | | | | | | | |
| (6737) S Carlin Springs Rd | 0.59 | 25000 | F | From: | Fairfax County Line | | | | | C | 0.089 | F | 0.633 | 28000 | F | 2003 |
| | | | | To: | 5th Rd | | | | | | | | | | | |
| (6737) S Carlin Springs Rd | 0.36 | 28000 | F | From: | 98% 1% 1% 0% 0% 0% | | | | | F | 0.087 | F | 0.632 | 31000 | F | 2003 |
| | | | | To: | US 50 | | | | | | | | | | | |
| (6737) N Carlin Springs Rd | 0.88 | 17000 | F | From: | 98% 1% 1% 0% 0% 0% | | | | | F | 0.094 | F | 0.644 | 19000 | F | 2003 |
| | | | | To: | George Mason Dr | | | | | | | | | | | |
| (6738) N Pershing Dr | 0.22 | 7100 | G | From: | George Mason Drive | | | | | F | 0.099 | F | 0.626 | 7700 | G | 2003 |
| | | | | To: | SR 120 Glebe Road | | | | | | | | | | | |
| (6738) N Pershing Dr | 0.92 | 9000 | G | From: | 98% 1% 1% 0% 0% 0% | | | | | F | 0.091 | F | 0.650 | 9700 | G | 2003 |
| | | | | To: | Washington Blvd | | | | | | | | | | | |
| (6738) N Pershing Dr | 0.34 | 6300 | G | From: | 98% 1% 1% 0% 0% 0% | | | | | F | 0.105 | F | 0.69 | 6800 | G | 2003 |
| | | | | To: | US 50 | | | | | | | | | | | |
| (6741) Kirkwood Rd | 0.80 | NA | | From: | 00-6700 Washington Blvd | | | | | | NA | | NA | | | |
| | | | | To: | US 29 | | | | | | | | | | | |
| (6741) Spout Run Parkway | 0.89 | NA | | From: | SR 124; 00-6742 Lorcom Lane; Gap | | | | | | NA | | NA | | | |
| | | | | To: | SR 90005 George Washington Memorial Parkway | | | | | | | | | | | |
| (6742) Lorcom Lane | 0.60 | 7400 | G | From: | SR 309 Old Lee Highway | | | | | | 0.116 | F | 0.799 | 8100 | G | 2003 |
| | | | | To: | Military Road | | | | | | | | | | | |
| (6742) Lorcom Lane | 0.38 | 7000 | G | From: | | | | | | | 0.116 | F | 0.818 | 7600 | G | 2003 |
| | | | | To: | Nellie Custis Dr | | | | | | | | | | | |
| (6742) Lorcom Lane | 0.49 | 13000 | G | From: | | | | | | | 0.114 | F | 0.820 | 14000 | G | 2003 |
| | | | | To: | Spout Run Pkwy | | | | | | | | | | | |
| (6743) Quincy Street | 0.18 | 10000 | G | From: | 00-6608 Wilson Blvd | | | | | F | 0.087 | F | 0.582 | 11000 | G | 2003 |
| | | | | To: | SR 237 | | | | | | | | | | | |
| (6743) Quincy Street | 0.24 | 11000 | G | From: | 99% 1% 1% 0% 0% 0% | | | | | F | 0.101 | F | 0.517 | 11000 | G | 2003 |
| | | | | To: | Washington Blvd | | | | | | | | | | | |
| (6743) Quincy Street | 0.28 | 12000 | G | From: | 99% 1% 1% 0% 0% 0% | | | | | F | 0.093 | F | 0.515 | 13000 | G | 2003 |
| | | | | To: | 15th St | | | | | | | | | | | |
| (6743) Quincy Street | 0.50 | 9200 | G | From: | 99% 1% 1% 0% 0% 0% | | | | | F | 0.095 | F | 0.539 | 10000 | G | 2003 |
| | | | | To: | US 29, Old Dominion Dr; Military Rd | | | | | | | | | | | |
| (6743) Military Road | 0.51 | 5400 | G | From: | 99% 1% 1% 0% 0% 0% | | | | | F | 0.104 | F | 0.51 | 5900 | G | 2003 |
| | | | | To: | Nellie Custis Dr | | | | | | | | | | | |
| (6743) Military Road | 0.55 | 9800 | G | From: | 99% 1% 1% 0% 0% 0% | | | | | F | 0.117 | F | 0.715 | 11000 | G | 2003 |
| | | | | To: | Beechwood Cir | | | | | | | | | | | |
| (6743) Military Road | 0.48 | 9500 | G | From: | 99% 1% 1% 0% 0% 0% | | | | | C | 0.121 | F | 0.697 | 10000 | G | 2003 |
| | | | | To: | Quincy St | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|-------|----|-------|-------------------------------|-----------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| (6743) Military Road | 0.78 | 6400 | G | From | Quincy St | | | | F | 0.128 | F | 0.569 | 7000 | G | 2003 | |
| | | | | To | SR 120 | | | | | | | | | | | |
| (6744) N Quinn Street | 0.12 | 3100 | F | From | US 29 | | | | | 0.224 | F | 0.906 | 3400 | F | 2003 | |
| | | | | To | Key Blvd | | | | | | | | | | | |
| (6744) Key Blvd | 0.33 | 4700 | G | From | N Quinn St | | | | | 0.21 | F | 0.685 | 5100 | G | 2003 | |
| | | | | To | Fort Myer Dr | | | | | | | | | | | |
| (6745) N Henderson Road | 0.24 | 9700 | F | From | George Mason Dr | | | | C | 0.093 | F | 0.653 | 11000 | F | 2003 | |
| | | | | To | SR 120 | | | | | | | | | | | |
| (6745) 5th Street | 0.08 | 230 | G | From | Dead End | | | | F | 0.147 | F | 0.514 | 250 | G | 2003 | |
| | | | | To | N Pollard St | | | | | | | | | | | |
| (6745) N Pollard Street | 0.25 | 1300 | G | From | 5th St | | | | F | 0.113 | F | 0.691 | 1400 | G | 2003 | |
| | | | | To | Wilson Blvd | | | | | | | | | | | |
| (6746) N Fairfax Dr | 0.37 | 610 | F | From | N Troy St | | | | | 0.15 | F | 0.912 | 660 | F | 2003 | |
| | | | | To | 14th St | | | | | | | | | | | |
| (6746) N Fairfax Dr | 0.35 | 4000 | G | From | | | | | | 0.121 | F | 0.844 | 4300 | G | 2003 | |
| | | | | To | Fort Myer Dr | | | | | | | | | | | |
| (6746) Fort Myer Dr | 0.34 | 7300 | F | From | N Fairfax Dr | | | | | NA | | | 8000 | F | 2003 | |
| | | | | To | US 29 | | | | | | | | | | | |
| (6747) N Lynn Street | 0.39 | 25000 | F | From | US 50 | | | | F | 0.103 | F | | 28000 | F | 2003 | |
| | | | | To | US 29 | | | | | | | | | | | |
| (6748) Nellie Custis Dr | 0.44 | NA | | From | Lorcom Lane | | | | | NA | | | NA | | | |
| | | | | To | Military Rd | | | | | | | | | | | |
| (6749) Williamsburg Blvd | 0.95 | NA | | From | Fairfax Arlington County Line | | | | | NA | | | NA | | | |
| | | | | To | 00-6682 Sycamore Street | | | | | | | | | | | |
| (6750) 16th Street | 0.53 | 1900 | G | From | Patrick Henry Dr | | | | F | 0.105 | F | 0.657 | 2000 | G | 2003 | |
| | | | | To | George Mason Dr | | | | | | | | | | | |
| (6750) 16th Street | 0.50 | 7800 | F | From | 2% | | | | C | 0.086 | F | 0.676 | 8600 | F | 2003 | |
| | | | | To | SR 120 | | | | | | | | | | | |
| (6751) N Rhodes St | 0.51 | NA | | From | Fairfax Dr | | | | | NA | | | NA | | | |
| | | | | To | Wilson Blvd | | | | | | | | | | | |
| (6752) N 15th Street | 0.24 | 2200 | G | From | SR 120 | | | | F | 0.121 | F | 0.621 | 2300 | G | 2003 | |
| | | | | To | Utah Street | | | | | | | | | | | |
| (6752) N 15th Street | 0.16 | 2700 | G | From | 2% | | | | F | 0.136 | F | 0.728 | 2900 | G | 2003 | |
| | | | | To | N Stafford St | | | | | | | | | | | |
| (6753) N Stuart St | 0.07 | 5400 | G | From | SR 237 | | | | F | 0.086 | F | 0.522 | 5900 | G | 2003 | |
| | | | | To | 9th St | | | | | | | | | | | |
| (6753) N 9th Street | 0.07 | 4400 | G | From | N Stuart St | | | | F | 0.09 | F | 0.590 | 4800 | G | 2003 | |
| | | | | To | N Stafford St | | | | | | | | | | | |
| (6753) N Stafford Street | 0.32 | 5300 | G | From | N 9th St | | | | F | 0.107 | F | 0.532 | 5700 | G | 2003 | |
| | | | | To | Washington Blvd | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------------|--------|------|----|-------|---|-----------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| (6753) N Stafford Street | 0.20 | 3100 | G | From | Washington Blvd | | | | F | 0.181 | F | 0.642 | 3400 | G | 2003 | |
| | | | | To | 15th St | | | | | | | | | | | |
| (6755) N Highland Street | 0.44 | 590 | G | From | US 50 | | | | F | 0.086 | F | 0.623 | 640 | G | 2003 | |
| | | | | To | N Pershing Dr | | | | | | | | | | | |
| (6755) N Highland Street | 0.43 | 2100 | G | From | 10th St | | | | F | 0.1 | F | 0.575 | 2300 | G | 2003 | |
| | | | | To | 10th St | | | | | | | | | | | |
| (6755) N Highland Street | 0.40 | 3600 | G | From | Key Blvd | | | | F | 0.109 | F | 0.586 | 3800 | G | 2003 | |
| | | | | To | US 29 | | | | | | | | | | | |
| (6755) N Highland Street | 0.27 | 3800 | G | From | Dead End | | | | F | 0.101 | F | 0.577 | 4100 | G | 2003 | |
| | | | | To | US 29 | | | | | | | | | | | |
| (6757) N Barton Street | 0.53 | 3600 | G | From | SR 237; 10th Street | | | | F | 0.118 | F | 0.637 | 3900 | G | 2003 | |
| | | | | To | N 14th St | | | | | | | | | | | |
| (6757) N Barton Street | 0.31 | 5500 | G | From | N Barton St | | | | C | 0.115 | F | 0.7 | 5900 | G | 2003 | |
| | | | | To | Courthouse Rd | | | | | | | | | | | |
| (6757) N 14th Street | 0.26 | 4200 | G | From | 00-6757 N Veitch Street | | | | F | 0.106 | F | 0.760 | 4600 | G | 2003 | |
| | | | | To | US 29 | | | | | | | | | | | |
| (6759) N Veitch Street | 0.88 | 9200 | G | From | SR 120 N Glebe Rd | | | | C | 0.099 | F | 0.622 | 9800 | G | 2003 | |
| | | | | To | 29-689; JB-29-; Fairfax County Line | | | | | | | | | | | |
| (6770) N Chesterbrook Rd | 0.28 | NA | | From | Sycamore St | | | | NA | | | NA | | | | |
| | | | | To | Yorktown Blvd | | | | | | | | | | | |
| (6771) Little Falls Rd | 0.44 | 6500 | G | From | Little Falls Rd | | | | F | 0.116 | F | 0.555 | 7000 | G | 2003 | |
| | | | | To | 28th St | | | | | | | | | | | |
| (6771) Yorktown Blvd | 0.60 | 6500 | G | From | 26th St | | | | C | 0.153 | F | 0.593 | 7000 | G | 2003 | |
| | | | | To | Yorktown Blvd | | | | | | | | | | | |
| (6771) Yorktown Blvd | 0.65 | 5700 | G | From | Military Rd | | | | F | 0.136 | F | 0.563 | 6100 | G | 2003 | |
| | | | | To | Wilson Blvd | | | | | | | | | | | |
| (6771) 26th Street | 0.97 | 3000 | F | From | US 29 | | | | F | 0.149 | F | 0.637 | 3300 | F | 2003 | |
| | | | | To | ECL Falls Church | | | | | | | | | | | |
| (6773) N Moore Street | 0.20 | NA | | From | Little Falls Rd | | | | NA | | | | NA | | | |
| | | | | To | US 29 | | | | | | | | | | | |
| (6774) Fairfax Dr | 0.15 | 8900 | F | From | 00-6774 Fairfax Dr | | | | F | 0.106 | F | 0.634 | 9800 | F | 2003 | |
| | | | | To | Williamsburg Blvd | | | | | | | | | | | |
| (6774) Fairfax Dr | 0.43 | 6700 | F | From | Fairfax County Line | | | | F | 0.136 | F | | 7300 | F | 2003 | |
| | | | | To | SR 120 Glebe Road | | | | | | | | | | | |
| (6780) N Westmoreland St | 0.34 | 7500 | G | From | SR 309 Lee Highway; 00-6742 Lorcom Lane | | | | F | 0.107 | F | 0.630 | 8100 | G | 2003 | |
| | | | | To | 110-6794 JB-29--110 Fairfax C L | | | | | | | | | | | |
| (6780) N Westmoreland Street | 0.13 | 7600 | G | From | Roosevelt Street | | | | F | 0.117 | F | 0.523 | 8200 | G | 2003 | |
| | | | | To | | | | | | | | | | | | |
| (6787) Woodstock Street | 0.35 | NA | | From | | | | | NA | | | | NA | | | |
| | | | | To | | | | | | | | | | | | |
| (6794) 16th Street N | 0.14 | NA | | From | | | | | NA | | | | NA | | | |
| | | | | To | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------|---------------------|--------|-------|----|-------|---------------------------------|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | | |
| 6797 | Little Falls Rd | 0.12 | NA | | From: | 110-6797 JB-29--110 Fairfax C L | | | | | | NA | | | NA | | |
| | | | | | To: | 00-6774 Fairfax Dr | | | | | | | | | | | |
| 6798 | N 19th Street | 0.17 | 2600 | G | From: | 00-6682 N Sycamore St | | | | | F | 0.117 | F | 0.598 | 2800 | G | 2003 |
| | | | | | To: | N Westmoreland St | | | | | | | | | | | |
| 6798 | N Westmoreland St | 0.27 | 2200 | F | From: | N 19th St | | | | | C | 0.109 | F | 0.506 | 2400 | F | 2003 |
| | | | | | To: | US 29 | | | | | | | | | | | |
| 6801 | 26th Street | 0.06 | NA | | From: | SR 309 | | | | | | NA | | | NA | | |
| | | | | | To: | 00-6771 Yorktown Rd | | | | | | | | | | | |
| 6805 | N 16th Street | 0.03 | 3200 | G | From: | Patrick Henry Dr | | | | | F | 0.101 | F | 0.517 | 3500 | G | 2003 |
| | | | | | To: | N Lexington St | | | | | | | | | | | |
| 6805 | N Lexington Street | 0.43 | 3200 | G | From: | 16th St | | | | | F | 0.087 | F | 0.537 | 3500 | G | 2003 |
| | | | | | To: | 22nd St | | | | | | | | | | | |
| 6805 | N Lexington Street | 0.28 | 2700 | G | From: | US 29 | | | | | F | 0.091 | F | 0.55 | 2900 | G | 2003 |
| | | | | | To: | Little Falls Rd | | | | | | | | | | | |
| 6805 | N Lexington Street | 0.56 | 1300 | G | From: | Yorktown Blvd | | | | | C | 0.096 | F | 0.548 | 1400 | G | 2003 |
| | | | | | To: | Williamsburg Blvd | | | | | | | | | | | |
| 6805 | N Kensington St | 0.26 | 650 | F | From: | 00-6759 N Veitch St | | | | | F | 0.127 | F | 0.703 | 710 | F | 2003 |
| | | | | | To: | Yorktown Blvd | | | | | | | | | | | |
| 6808 | 15th Street N | 0.08 | NA | | From: | 00-6759 N Veitch St | | | | | | NA | | | NA | | |
| | | | | | To: | 00-6812; Courthouse Rd | | | | | | | | | | | |
| 6809 | Patrick Henry Drive | 0.79 | 3600 | G | From: | Wilson Blvd | | | | | F | 0.086 | F | 0.574 | 3900 | G | 2003 |
| | | | | | To: | SR 237 Washington Blvd | | | | | | | | | | | |
| 6809 | Patrick Henry Drive | 0.88 | 2900 | G | From: | SR 237 Washington Blvd | | | | | C | 0.092 | F | 0.585 | 3100 | G | 2003 |
| | | | | | To: | George Mason Dr | | | | | | | | | | | |
| 6811 | N Carlin Springs Rd | 0.41 | NA | | From: | George Mason Drive | | | | | | NA | | | NA | | |
| | | | | | To: | SR 120 N Glebe Rd | | | | | | | | | | | |
| 6812 | Courthouse Road | 0.44 | 12000 | F | From: | Arlington Blvd US 50 | | | | | F | 0.084 | F | 0.53 | 13000 | F | 2003 |
| | | | | | To: | Clarendon Blvd | | | | | | | | | | | |
| 6812 | Clarendon Blvd | 0.37 | 14000 | F | From: | Courthouse Rd | | | | | F | 0.116 | F | 0.577 | 15000 | F | 2003 |
| | | | | | To: | N Oak St | | | | | | | | | | | |
| 6813 | S Monroe Street | 0.58 | NA | | From: | S Walter Reed Dr | | | | | | NA | | | NA | | |
| | | | | | To: | SR 244 | | | | | | | | | | | |
| 6817 | McKinley Rd | 0.10 | 2800 | G | From: | SR 237 | | | | | F | 0.089 | F | 0.576 | 3000 | G | 2003 |
| | | | | | To: | Longfellow St | | | | | | | | | | | |
| 6817 | N 18th Street | 0.14 | 2900 | G | From: | Longfellow St | | | | | F | 0.089 | F | 0.588 | 3100 | G | 2003 |
| | | | | | To: | Patrick Henry Dr | | | | | | | | | | | |
| 6852 | Marshall Dr | 0.30 | 4100 | F | From: | SR 110 | | | | | | 0.089 | F | 0.683 | 4500 | F | 2003 |
| | | | | | To: | Meade Street | | | | | | | | | | | |
| 6852 | Meade Street | 0.24 | 5500 | F | From: | Marshall Dr | | | | | | 0.088 | F | 0.549 | 6100 | F | 2003 |
| | | | | | To: | Ramp to US 50 | | | | | | | | | | | |






















Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|----------------------|--------|-------|----|-------|---------------------------------|------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| 6915 Smith Blvd | 1.36 | NA | | From: | George Washington Pkwy | | | | | NA | | | | NA | | |
| | | | | To: | George Washington Pkwy | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| 1100 Cameron St | 1.00 | 5700 | F | From: | Commonwealth Ave | | | | | C | 0.123 | F | | 6200 | F | 2003 |
| | | | | To: | Fairfax St | | | | | | | | | | | |
| 2100 Daingerfield Rd | 0.19 | 5700 | F | From: | Duke St | | | | | C | 0.096 | F | 0.686 | 6300 | F | 2003 |
| | | | | To: | King St | | | | | | | | | | | |
| 3100 Filmore Ave | 0.36 | 3100 | F | From: | Seminary Rd | | | | | C | 0.094 | F | 0.563 | 3400 | F | 2003 |
| | | | | To: | N Beauregard St | | | | | | | | | | | |
| 4100 Franklin St | 0.40 | 2900 | F | From: | Patrick St | | | | | C | 0.123 | F | 0.863 | 3200 | F | 2003 |
| | | | | To: | Fairfax St | | | | | | | | | | | |
| 5100 Gibbon St | 0.40 | 2100 | F | From: | Patrick St | | | | | C | 0.102 | F | 0.848 | 2300 | F | 2003 |
| | | | | To: | Fairfax St | | | | | | | | | | | |
| 6100 Holland La | 0.32 | 9100 | F | From: | Eisenhower Ave | | | | | C | 0.096 | F | 0.777 | 10000 | F | 2003 |
| | | | | To: | Duke St | | | | | | | | | | | |
| 7100 King Street | 0.24 | 5500 | F | From: | SR 400 | | | | | F | 0.083 | F | 0.511 | 6100 | F | 2003 |
| | | | | To: | 100-21 Fairfax Street | | | | | | | | | | | |
| 8100 Lincolnia Rd | 0.11 | 5600 | F | From: | Breckenridge Pl | | | | | C | 0.068 | F | 0.593 | 6100 | F | 2003 |
| | | | | To: | Beauregard St | | | | | | | | | | | |
| 9100 Mill Rd | 0.88 | 4600 | F | From: | W Eisenhower Ave | | | | | C | 0.150 | F | 0.894 | 5000 | F | 2003 |
| | | | | To: | E Eisenhower Ave | | | | | | | | | | | |
| 10100 Montgomery St | 0.48 | 3900 | F | From: | Fairfax St | | | | | C | 0.097 | F | | 4200 | F | 2003 |
| | | | | To: | Henry St | | | | | | | | | | | |
| 11100 Pendleton St | 0.66 | 3400 | F | From: | West St | | | | | C | 0.114 | F | 0.501 | 3700 | F | 2003 |
| | | | | To: | Fairfax St | | | | | | | | | | | |
| 12100 Pershing Ave | 0.16 | 9000 | F | From: | Telegraph Rd | | | | | C | 0.119 | F | 0.856 | 9800 | F | 2003 |
| | | | | To: | Stovall St | | | | | | | | | | | |
| 13100 Prince St | 0.50 | 7100 | F | From: | Reinekers Ln | | | | | C | 0.135 | F | 0.561 | 7800 | F | 2003 |
| | | | | To: | US 1 Pratrck St | | | | | | | | | | | |
| 13100 Prince St | 0.42 | 2100 | F | From: | US 1 Pratrck St | | | | | C | 0.106 | F | 0.551 | 2300 | F | 2003 |
| | | | | To: | Fairfax St | | | | | | | | | | | |
| 14100 Slaters La | 0.38 | 12000 | F | From: | US 1 | | | | | C | 0.086 | F | 0.569 | 13000 | F | 2003 |
| | | | | To: | George Washington Memorial Pkwy | | | | | | | | | | | |
| 15100 Stevenson Ave | 0.16 | 11000 | F | From: | Walker St | | | | | C | 0.086 | F | 0.563 | 12000 | F | 2003 |
| | | | | To: | S Van Dorn St | | | | | | | | | | | |
| 16100 Stoval Street | 0.13 | 10000 | F | From: | 100-6588; Eisenhower Ave | | | | | F | 0.114 | F | 0.519 | 11000 | F | 2003 |
| | | | | To: | 100-9 Mill Rd | | | | | | | | | | | |
| 17100 Walker St | 0.10 | 22000 | F | From: | Stevenson Rd | | | | | C | 0.076 | F | 0.568 | 24000 | F | 2003 |
| | | | | To: | SR 236 Duke St | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | | | | | |
|--------------------------|--------|-------|----|-------|----------------------------|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|-------|---|-------|-------|---|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | | | | | | |
| 18100West St | 0.63 | 4800 | F | From | Duke St | | | | 96% | 1% | 2% | 0% | 1% | 0% | C | 0.099 | F | 0.532 | 5300 | F | 2003 |
| | | | | To | Wythe St | | | | | | | | | | | | | | | | |
| 191001st Street | 0.06 | 5200 | F | From | Washington St | | | | 97% | 0% | 1% | 1% | 0% | 0% | C | 0.122 | F | 0.763 | 5700 | F | 2003 |
| | | | | To | Asaph St | | | | | | | | | | | | | | | | |
| 191001st Street | 0.05 | 3700 | F | From | Asaph St | | | | 97% | 1% | 2% | 0% | 0% | 0% | C | 0.113 | F | 0.767 | 4000 | F | 2003 |
| | | | | To | Pitt St | | | | | | | | | | | | | | | | |
| 20100Wythe St | 0.66 | 4400 | F | From | West St | | | | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.111 | F | 0.665 | 4800 | F | 2003 |
| | | | | To | Fairfax St | | | | | | | | | | | | | | | | |
| 21100Fairfax St | 1.12 | 5900 | F | From | Franklin St | | | | 96% | 1% | 3% | 0% | 0% | 0% | C | 0.103 | F | 0.620 | 6400 | F | 2003 |
| | | | | To | Montgomery St | | | | | | | | | | | | | | | | |
| 22100Church Street | 0.09 | 6100 | F | From | I-95 Ramp | | | | 91% | 3% | 6% | 0% | 0% | 0% | F | 0.113 | F | 0.967 | 6600 | F | 2003 |
| | | | | To | SR 400 South Washington St | | | | | | | | | | | | | | | | |
| 6500100Duke St | 0.23 | 2700 | F | From | Washington St | | | | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.081 | F | 0.506 | 2900 | F | 2003 |
| | | | | To | Fairfax St | | | | | | | | | | | | | | | | |
| 6572100Edsall Rd | 0.49 | 16000 | F | From | WCL Alexandria | | | | 97% | 1% | 1% | 1% | 0% | 0% | C | 0.076 | F | 0.572 | 18000 | F | 2003 |
| | | | | To | Van Dorn St | | | | | | | | | | | | | | | | |
| 6572100Edsall Rd | 0.24 | 11000 | F | From | Van Dorn St | | | | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.083 | F | 0.555 | 12000 | F | 2003 |
| | | | | To | S Pickett St | | | | | | | | | | | | | | | | |
| 6573100Van Dorn St | 1.08 | 6600 | F | From | Seminary Rd | | | | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.121 | F | 0.895 | 7200 | F | 2003 |
| | | | | To | King St SR 7 | | | | | | | | | | | | | | | | |
| 6575100S Pickett St | 0.36 | 12000 | F | From | Van Dorn St | | | | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.079 | F | 0.566 | 13000 | F | 2003 |
| | | | | To | Edsall Rd | | | | | | | | | | | | | | | | |
| 6575100S Pickett St | 0.57 | 17000 | F | From | Edsall Rd | | | | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.078 | F | 0.511 | 19000 | F | 2003 |
| | | | | To | Duke St SR 236 | | | | | | | | | | | | | | | | |
| 6579100Clermont Ave | 0.13 | 14000 | F | From | Ramp To I-95 Ramp Fr I-95 | | | | 96% | 1% | 1% | 1% | 2% | 0% | C | 0.113 | F | 0.872 | 15000 | F | 2003 |
| | | | | To | 100-6588 Eisenhower Ave | | | | | | | | | | | | | | | | |
| 6583100W Taylor Run Pkwy | 0.52 | 3500 | F | From | Duke St | | | | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.088 | F | 0.619 | 3900 | F | 2003 |
| | | | | To | Janneys La | | | | | | | | | | | | | | | | |
| 6584100Pitt St | 0.07 | 4000 | F | From | Montgomery St | | | | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.112 | F | 0.778 | 4400 | F | 2003 |
| | | | | To | 1St Street | | | | | | | | | | | | | | | | |
| 6585100Commonwealth Ave | 0.94 | 6300 | F | From | King St | | | | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.101 | F | 0.519 | 6900 | F | 2003 |
| | | | | To | Monroe Ave | | | | | | | | | | | | | | | | |
| 6585100Commonwealth Ave | 0.79 | 5400 | F | From | Monroe Ave | | | | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.103 | F | 0.536 | 5900 | F | 2003 |
| | | | | To | Mt Vernon Ave | | | | | | | | | | | | | | | | |
| 6585100Commonwealth Ave | 0.41 | 3800 | F | From | Mt Vernon Ave | | | | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.094 | F | 0.757 | 4100 | F | 2003 |
| | | | | To | Reed St | | | | | | | | | | | | | | | | |
| 6586100Diagonal Rd | 0.30 | 6800 | G | From | Duke St | | | | 91% | 3% | 6% | 0% | 0% | 0% | C | NA | | | 7300 | G | 2003 |
| | | | | To | King St | | | | | | | | | | | | | | | | |
| 6587100Powhatan St | 0.45 | 2700 | F | From | Washington St | | | | 93% | 3% | 2% | 0% | 0% | 0% | C | 0.101 | F | 0.633 | 2900 | F | 2003 |
| | | | | To | US 1 Jefferson Davis Hwy | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--|--------|-------|----|-------|---------------------|-----------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
|  Eisenhower Ave | 0.94 | 9900 | F | From: | SR 241 Telegraph Rd | | | | C | 0.108 | F | 0.838 | 11000 | F | 2003 | |
| | | | | 95% | 1% | 2% | 1% | 1% | | | | | | | | 0% |
| | | | | To: | Holland La | | | | | | | | | | | |
|  Mt Vernon Ave | 1.21 | 8700 | F | From: | Braddock Rd | | | | C | 0.083 | F | 0.551 | 9500 | F | 2003 | |
| | | | | 96% | 2% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Commonwealth Ave | | | | | | | | | | | |
|  Mt Vernon Ave | 1.00 | 11000 | F | From: | Commonwealth Ave | | | | F | 0.087 | F | 0.567 | 12000 | F | 2003 | |
| | | | | 96% | 2% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | NCL Alexandria | | | | | | | | | | | |
|  Braddock Rd | 1.72 | 12000 | F | From: | Beauregard St | | | | C | 0.117 | F | 0.706 | 13000 | F | 2003 | |
| | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | King St | | | | | | | | | | | |
|  Braddock Rd | 1.39 | 11000 | F | From: | King St | | | | C | 0.099 | F | 0.53 | 12000 | F | 2003 | |
| | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Russell Rd | | | | | | | | | | | |
|  Braddock Rd | 0.77 | 6800 | F | From: | Russell Rd | | | | F | 0.111 | F | 0.502 | 7400 | F | 2003 | |
| | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | West St | | | | | | | | | | | |
|  Callahan Dr | 0.22 | 15000 | F | From: | Duke St SR 236 | | | | C | 0.085 | F | 0.580 | 17000 | F | 2003 | |
| | | | | 97% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | King St SR 7 | | | | | | | | | | | |
|  Russell Rd | 0.89 | 9000 | F | From: | SR 7 King St | | | | F | 0.097 | F | 0.541 | 9800 | F | 2003 | |
| | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Monroe Ave | | | | | | | | | | | |
|  Russell Rd | 0.31 | 6100 | F | From: | Monroe Ave | | | | C | 0.112 | F | 0.540 | 6600 | F | 2003 | |
| | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Windsor Ave | | | | | | | | | | | |
|  Russell Rd | 1.06 | 6400 | F | From: | Windsor Ave | | | | F | 0.097 | F | 0.621 | 7000 | F | 2003 | |
| | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Glebe Rd | | | | | | | | | | | |
|  Russell Rd | 0.16 | 5600 | F | From: | Glebe Rd | | | | F | 0.112 | F | 0.716 | 6200 | F | 2003 | |
| | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Mt Vernon Ave | | | | | | | | | | | |
|  Gunston Rd | 0.26 | 2100 | F | From: | Quaker Lane | | | | C | 0.142 | F | 0.793 | 2300 | F | 2003 | |
| | | | | 94% | 5% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Valley Dr | | | | | | | | | | | |
|  Quaker La | 0.62 | 24000 | F | From: | Duke St | | | | C | 0.084 | F | 0.685 | 26000 | F | 2003 | |
| | | | | 98% | 1% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Seminary Rd | | | | | | | | | | | |
|  Valley Dr | 1.33 | 820 | F | From: | Glebe Rd | | | | C | 0.097 | F | 0.517 | 900 | F | 2003 | |
| | | | | 99% | 0% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Braddock Rd | | | | | | | | | | | |
|  Monroe Ave | 0.79 | 10000 | F | From: | Russell Rd | | | | C | 0.088 | F | 0.584 | 11000 | F | 2003 | |
| | | | | 99% | 0% | 1% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | US 1 | | | | | | | | | | | |
|  Monticello Blvd | 0.21 | 2600 | F | From: | Russell Rd | | | | C | 0.095 | F | 0.550 | 2900 | F | 2003 | |
| | | | | 96% | 0% | 1% | 3% | 1% | | | | | | | | 0% |
| | | | | To: | Old Dominion Blvd | | | | | | | | | | | |
|  Old Dominion Blvd | 0.71 | 820 | F | From: | Monticello Blvd | | | | C | 0.113 | F | 0.654 | 900 | F | 2003 | |
| | | | | 99% | 0% | 0% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Glebe Rd | | | | | | | | | | | |
|  Tennessee Ave | 0.17 | 1500 | F | From: | Old Dominion Blvd | | | | C | 0.100 | F | 0.676 | 1700 | F | 2003 | |
| | | | | 99% | 0% | 0% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Halcyon Dr | | | | | | | | | | | |
|  Tennessee Ave | 0.25 | 1500 | N | From: | Halcyon Dr | | | | N | 0.100 | N | 0.676 | 1700 | N | 2003 | |
| | | | | 99% | 0% | 0% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Valley Dr | | | | | | | | | | | |
|  Martha Custis Dr | 0.52 | 4500 | F | From: | Valley Dr | | | | C | 0.107 | F | 0.694 | 4900 | F | 2003 | |
| | | | | 93% | 4% | 2% | 2% | 0% | | | | | | | | 0% |
| | | | | To: | Gunston Rd | | | | | | | | | | | |
|  Cameron Mill Rd | 0.39 | 1600 | F | From: | Braddock Rd | | | | C | 0.093 | F | 0.518 | 1700 | F | 2003 | |
| | | | | 96% | 1% | 2% | 0% | 0% | | | | | | | | 0% |
| | | | | To: | Summit Ave | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------------|-----------------|--------|-------|----|-------|-----------------------------|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | | |
| <div>6600</div> <div>100</div> | Crest St | 0.27 | 1200 | F | From | Braddock Rd | | | | | C | 0.094 | F | 0.523 | 1300 | F | 2003 |
| | | | | | To | Valley Dr | | | | | | | | | | | |
| <div>6600</div> <div>100</div> | Summit Ave | 0.27 | 1500 | F | From | Valley Dr | | | | | F | 0.09 | F | 0.507 | 1600 | F | 2003 |
| | | | | | To | Cameron Mills Rd | | | | | | | | | | | |
| <div>6600</div> <div>100</div> | Monticello Blvd | 0.23 | 2600 | F | From | Cameron Mills Rd | | | | | F | 0.113 | F | 0.658 | 2900 | F | 2003 |
| | | | | | To | Old Dominion Blvd | | | | | | | | | | | |
| <div>6601</div> <div>100</div> | Scroggins Rd | 0.36 | 1400 | F | From | King St | | | | | C | 0.142 | F | 0.749 | 1600 | F | 2003 |
| | | | | | To | Braddock Rd | | | | | | | | | | | |
| <div>6602</div> <div>100</div> | W Glebe Rd | 0.94 | 16000 | F | From | NCL Alexandria | | | | | F | 0.077 | F | 0.52 | 18000 | F | 2003 |
| | | | | | To | Mount Vernon Ave | | | | | | | | | | | |
| <div>6602</div> <div>100</div> | W Glebe Rd | 0.62 | 9800 | F | From | Mount Vernon Ave | | | | | C | 0.075 | F | 0.568 | 11000 | F | 2003 |
| | | | | | To | US 1 | | | | | | | | | | | |
| <div>6604</div> <div>100</div> | Reed Ave | 0.54 | 3600 | F | From | Mt Vernon Ave | | | | | C | 0.082 | F | 0.524 | 4000 | F | 2003 |
| | | | | | To | US 1 | | | | | | | | | | | |
| <div>6622</div> <div>100</div> | Beauregard St | 2.34 | 19000 | F | From | WCL Alexandria | | | | | C | 0.127 | F | 0.557 | 21000 | F | 2003 |
| | | | | | To | Braddock Rd | | | | | | | | | | | |
| <div>6622</div> <div>100</div> | Beauregard St | 0.28 | 16000 | F | From | Braddock Rd | | | | | C | 0.088 | F | 0.58 | 18000 | F | 2003 |
| | | | | | To | SR 7 King St | | | | | | | | | | | |
| <div>6622</div> <div>100</div> | Walter Reed Dr | 0.07 | 14000 | F | From | SR 7 King St | | | | | C | 0.091 | F | 0.668 | 16000 | F | 2003 |
| | | | | | To | NCL Alexandria | | | | | | | | | | | |
| <div>6698</div> <div>100</div> | Taney Dr | 1.04 | 2700 | F | From | Van Dorn St | | | | | C | 0.099 | F | 0.562 | 2900 | F | 2003 |
| | | | | | To | Jordan St | | | | | | | | | | | |
| <div>6701</div> <div>100</div> | Pegram St | 0.78 | 2800 | F | From | Taney Ave | | | | | C | 0.119 | F | 0.735 | 3100 | F | 2003 |
| | | | | | To | Pickett St | | | | | | | | | | | |
| <div>6701</div> <div>100</div> | Pickett St | 0.15 | 3300 | F | From | Pegram St | | | | | C | 0.111 | F | 0.592 | 3600 | F | 2003 |
| | | | | | To | Seminary Rd | | | | | | | | | | | |
| <div>6702</div> <div>100</div> | Sanger Ave | 0.37 | 12000 | F | From | Beauregard St | | | | | C | 0.087 | F | 0.593 | 13000 | F | 2003 |
| | | | | | To | Van Dorn St | | | | | | | | | | | |
| <div>6703</div> <div>100</div> | Jordan St | 0.94 | 6000 | F | From | Duke St SR236 | | | | | C | 0.089 | F | 0.697 | 6600 | F | 2003 |
| | | | | | To | Seminary Rd SR 420 | | | | | | | | | | | |
| <div>6706</div> <div>100</div> | Seminary Rd | 0.60 | 39000 | F | From | Fairfax County Line, 29-716 | | | | | C | 0.077 | F | 0.589 | 43000 | F | 2003 |
| | | | | | To | Beauregard St | | | | | | | | | | | |
| <div>6706</div> <div>100</div> | Seminary Rd | 0.22 | 49000 | F | From | Beauregard St | | | | | F | 0.086 | F | 0.568 | 54000 | F | 2003 |
| | | | | | To | I-395 Shirley Hwy, SR 420 | | | | | | | | | | | |
| <div>6707</div> <div>100</div> | Howard St | 0.92 | 4700 | F | From | Jordan St | | | | | C | 0.115 | F | 0.784 | 5100 | F | 2003 |
| | | | | | To | Braddock Rd | | | | | | | | | | | |
| <div>6711</div> <div>100</div> | N Hampton St | 0.43 | 3900 | F | From | Braddock Rd | | | | | C | 0.115 | F | 0.725 | 4300 | F | 2003 |
| | | | | | To | King St | | | | | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | | |
| 16th Street | NA | | | | From | SR 120 | | | | | | NA | | | NA | | |
| | | | | | To | Monroe Street | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|----------------------|--------|-------|----|-------|-----------------------------|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| 16th Street | | 1800 | G | From: | SR 120 | | | | | | 0.092 | F | | 1800 | G | 2003 |
| | | | | To: | Monroe Street | | | | | | | | | | | |
| 20th Street | | 850 | G | From: | S Kent St | | | | | | 0.110 | F | | 850 | G | 2003 |
| | | | | To: | Joyce Street | | | | | | | | | | | |
| 24th Street | | 300 | G | From: | Grant Street | | | | | | 0.097 | F | | 300 | G | 2003 |
| | | | | To: | Fern Street | | | | | | | | | | | |
| 27th Street | | 820 | G | From: | Ohio Street | | | | | | 0.123 | F | | 820 | G | 2003 |
| | | | | To: | John Marshall Dr | | | | | | | | | | | |
| 31st Street | | 440 | G | From: | Eads Street | | | | | | 0.096 | F | 0.577 | 440 | G | 2003 |
| | | | | To: | Fern Street | | | | | | | | | | | |
| 9th Street | | 560 | G | From: | Cleveland Street | | | | | | 0.121 | F | | 560 | G | 2003 |
| | | | | To: | Danville Street | | | | | | | | | | | |
| Culpeper Street | | 310 | G | From: | Chesterfield Rd | | | | | | 0.124 | F | 0.506 | 310 | G | 2003 |
| | | | | To: | 23 Rd St | | | | | | | | | | | |
| Dittmar Rd | | 870 | G | From: | Albemarle Street | | | | | | 0.080 | F | 0.636 | 870 | G | 2003 |
| | | | | To: | 35th Street | | | | | | | | | | | |
| Fairfax Dr | | 1100 | G | From: | Cleveland St | | | | | | 0.1 | F | 0.719 | 1100 | G | 2003 |
| | | | | To: | Barton St | | | | | | | | | | | |
| Fort Scott Drive | | 870 | G | From: | Ives St | | | | | | 0.099 | F | 0.591 | 870 | G | 2003 |
| | | | | To: | 26th Rd | | | | | | | | | | | |
| Garfield Street | | 380 | G | From: | US 50 | | | | | | 0.156 | F | 0.746 | 380 | G | 2003 |
| | | | | To: | 2nd Street | | | | | | | | | | | |
| George Washington Me | | 51000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.099 | F | 0.741 | 54000 | G | 2003 |
| | | | | To: | 1.45 MILES N NCL ALEXANDRIA | | | | | | | | | | | |
| George Washington Me | | 70000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.099 | F | 0.524 | 75000 | G | 2003 |
| | | | | To: | Spout Run Parkway | | | | | | | | | | | |
| Greenbriar Street | | 1800 | G | From: | 7th Rd | | | | | | 0.095 | F | 0.514 | 1800 | G | 2003 |
| | | | | To: | 8th Rd | | | | | | | | | | | |
| Harrison Street | | 8500 | G | From: | Lee Hwy | | | | | | 0.097 | F | 0.515 | 8500 | G | 2003 |
| | | | | To: | 26th Street | | | | | | | | | | | |
| Henderson Rd | | 11000 | G | From: | SR 120 | | | | | | 0.095 | F | 0.628 | 11000 | G | 2003 |
| | | | | To: | Thomas Street | | | | | | | | | | | |
| Irving Street | | 2300 | G | From: | US 50 | | | | | | 0.111 | F | 0.545 | 2300 | G | 2003 |
| | | | | To: | 2nd Street | | | | | | | | | | | |
| Ivy St | | 380 | G | 96% | 1% | 2% | 1% | 0% | 0% | C | 0.115 | F | 0.522 | 410 | G | 2003 |
| | | | | To: | 10th St | | | | | | | | | | | |
| Jefferson Street | | 350 | G | From: | Wilson Blvd | | | | | | 0.108 | F | 0.597 | 350 | G | 2003 |
| | | | | To: | 9th St | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|-------|----|-------|------------------------|-----------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Arlington County | | | | | | | | | | | | | | | | |
| Kensington Street | | 620 | G | From: | 22 Nd St | | | | | 0.1 | F | 0.508 | 620 | G | 2003 | |
| | | | | To: | 23th St | | | | | | | | | | | |
| Key Blvd | | 720 | G | From: | Hartford Street | | | | | 0.115 | F | 0.637 | 720 | G | 2003 | |
| | | | | To: | Hancock Street | | | | | | | | | | | |
| Lebanon Street | | 220 | G | From: | Wilson Blvd | | | | | 0.097 | F | 0.581 | 220 | G | 2003 | |
| | | | | To: | 9th Street | | | | | | | | | | | |
| Pollard Street | | 390 | G | From: | 16Th Street | | | | | 0.104 | F | 0.566 | 390 | G | 2003 | |
| | | | | To: | 18Th Street | | | | | | | | | | | |
| Quincy Street | | 1200 | G | From: | 16th Street | | | | | 0.129 | F | 0.590 | 1200 | G | 2003 | |
| | | | | To: | 18th Street | | | | | | | | | | | |
| Randolph Street | | 1300 | G | From: | SR 237 Washington Blvd | | | | | 0.091 | F | 0.622 | 1300 | G | 2003 | |
| | | | | To: | 11th Street | | | | | | | | | | | |
| Stafford Street | | 1300 | G | From: | 15th Street | | | | | 0.114 | F | 0.636 | 1300 | G | 2003 | |
| | | | | To: | 17th Street | | | | | | | | | | | |
| Taylor Street | | 490 | G | From: | SR 309 | | | | | 0.106 | F | 0.509 | 490 | G | 2003 | |
| | | | | To: | 19th St | | | | | | | | | | | |
| Thomas Street | | 1200 | G | From: | Four Mile Run Drive | | | | | 0.144 | F | 0.599 | 1200 | G | 2003 | |
| | | | | To: | Melkin Street | | | | | | | | | | | |
| Troy Street | | 340 | G | From: | S Glebe Rd-SR 120 | | | | | 0.101 | F | 0.565 | 340 | G | 2003 | |
| | | | | To: | 27th Street | | | | | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| Braddock Rd. | | 14000 | F | From: | Kenwood Ave | | | | | 0.096 | F | | 15000 | F | 2003 | |
| | | | | To: | Crest St | | | | | | | | | | | |
| Canterbury La | | 240 | F | From: | Chancel Pl | | | | | 0.096 | F | | 260 | F | 2003 | |
| | | | | To: | Trinity Dr | | | | | | | | | | | |
| Clifford Ave. | | 420 | F | From: | Turner Rd | | | | | 0.085 | F | | 460 | F | 2003 | |
| | | | | To: | Montross Ave | | | | | | | | | | | |
| Curtis Ave. | | 320 | F | From: | Russell Rd | | | | | 0.113 | F | | 350 | F | 2003 | |
| | | | | To: | Rosecrest Ave | | | | | | | | | | | |
| Glendale Ave. | | 290 | F | From: | Newton St. | | | | | 0.111 | F | | 320 | F | 2003 | |
| | | | | To: | Wayne St. | | | | | | | | | | | |
| Green St. | | 2900 | F | From: | Washington St | | | | | 0.133 | F | | 3100 | F | 2003 | |
| | | | | To: | Asaph St . | | | | | | | | | | | |
| Hickory St. | | 230 | F | From: | Kennedy St | | | | | 0.123 | F | | 250 | F | 2003 | |
| | | | | To: | Dead End | | | | | | | | | | | |
| Kentucky Ave | | 370 | F | From: | Old Dominion Blvd | | | | | 0.113 | F | 0.609 | 400 | F | 2003 | |
| | | | | To: | Russell Rd | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
Arlington Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------|--------|------|----|-------|-----------------------|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Alexandria | | | | | | | | | | | | | | | | |
| Key Dr. | | 200 | F | From: | Francis Hammond Pkwy. | | | | | | 0.107 | F | | 220 | F | 2003 |
| | | | | To: | Roan La. | | | | | | | | | | | |
| Mansion Dr. | | 290 | F | From: | Virginia Ave | | | | | | 0.103 | F | | 310 | F | 2003 |
| | | | | To: | Russell Rd | | | | | | | | | | | |
| Mount Vernon Ave. | | 7200 | F | From: | Monroe Ave | | | | | | 0.091 | F | | 7800 | F | 2003 |
| | | | | To: | Nelson Ave | | | | | | | | | | | |
| N. Owen St. | | 130 | F | From: | Taney Ave | | | | | | 0.139 | F | | 140 | F | 2003 |
| | | | | To: | Polk Ave | | | | | | | | | | | |
| Old Dominion Blvd. | | 970 | F | From: | Kentucky Ave | | | | | | 0.099 | F | | 1100 | F | 2003 |
| | | | | To: | Halcyan Dr | | | | | | | | | | | |
| Rayburn Ave | | 1200 | F | From: | Reading Ave | | | | | | 0.091 | F | | 1300 | F | 2003 |
| | | | | To: | N. Beauregard St | | | | | | | | | | | |
| Ridge Rd. | | 250 | F | From: | Summit Ave | | | | | | 0.137 | F | | 270 | F | 2003 |
| | | | | To: | Fordham Rd | | | | | | | | | | | |
| Rose Crest Ave. | | 390 | F | From: | Russel Rd | | | | | | 0.126 | F | | 430 | F | 2003 |
| | | | | To: | Custis Ave | | | | | | | | | | | |
| S Picket St | | 6300 | F | From: | Van Dorn | | | | | | 0.082 | F | | 6900 | F | 2003 |
| | | | | To: | Dead End | | | | | | | | | | | |
| S. French St. | | 670 | F | From: | Usher Ave | | | | | | 0.094 | F | | 730 | F | 2003 |
| | | | | To: | Duke St | | | | | | | | | | | |
| S. Yoakum St. | | 6500 | F | From: | Edsall Rd | | | | | | 0.083 | F | | 7100 | F | 2003 |
| | | | | To: | Stevenson Rd | | | | | | | | | | | |
| Stewart Ave. | | 450 | F | From: | Mt. Vernon Ave | | | | | | 0.077 | F | | 500 | F | 2003 |
| | | | | To: | Dewitt Ave | | | | | | | | | | | |
| Ulane Ave. | | 540 | F | From: | N. Gladden St. | | | | | | 0.09 | F | | 590 | F | 2003 |
| | | | | To: | N. Grayson St. | | | | | | | | | | | |
| West St. | | 5200 | F | From: | Pendleton St | | | | | | 0.101 | F | | 5700 | F | 2003 |
| | | | | To: | Oronoco St | | | | | | | | | | | |